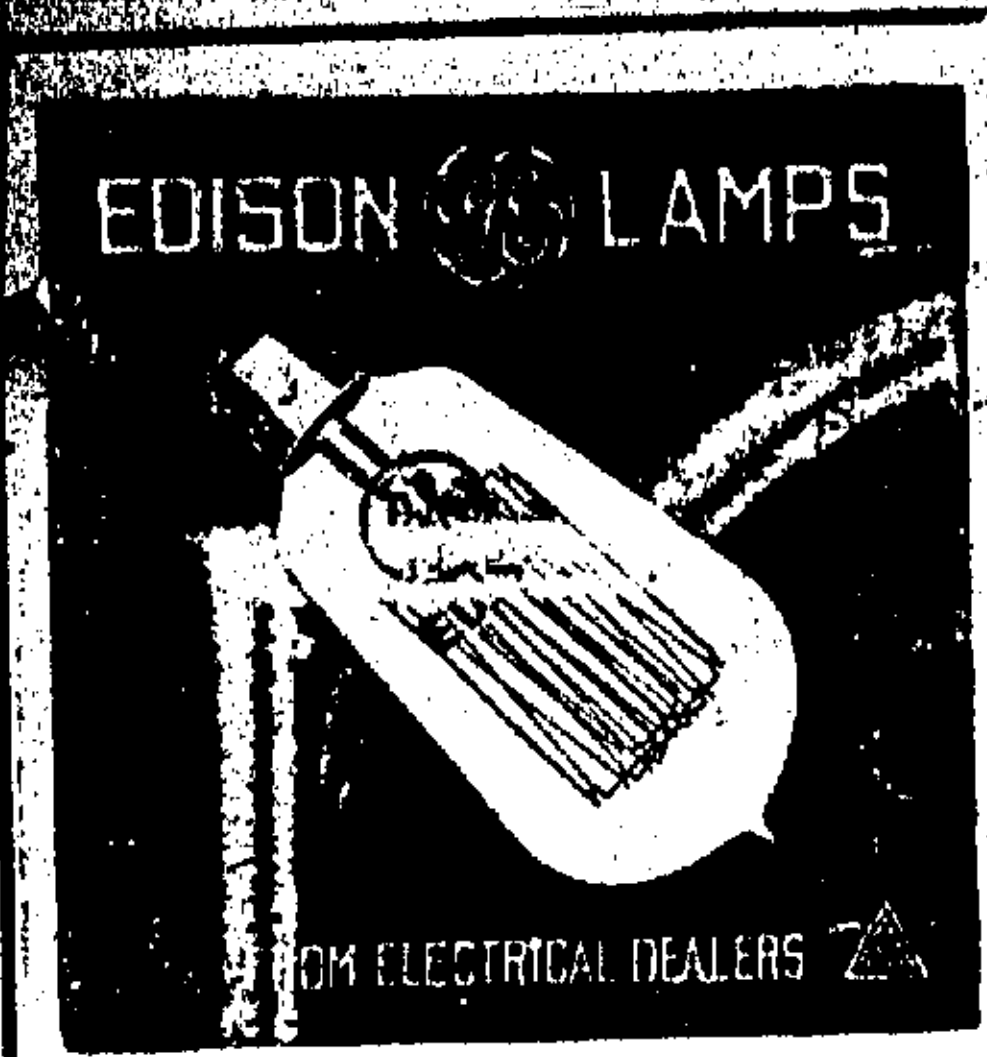




The Hongkong Telegraph.

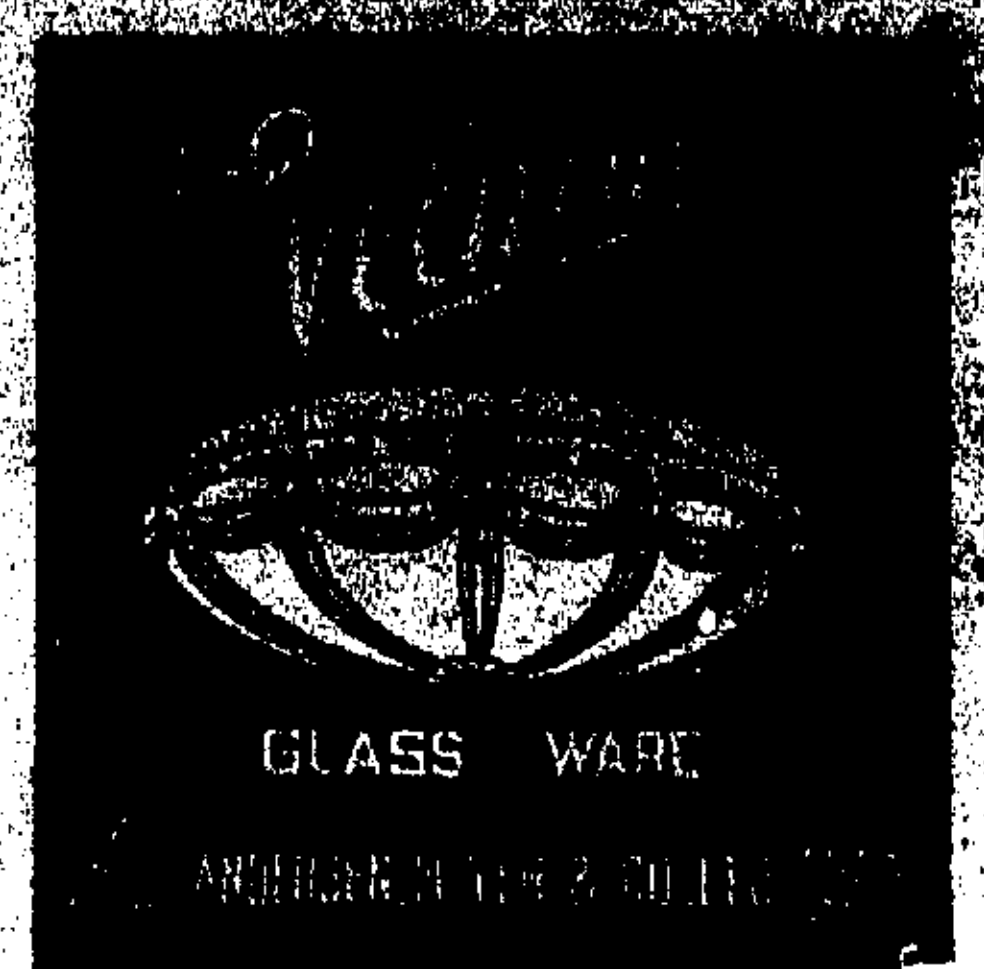
FOUNDED 1861
No. 12,108

三拜禮 號壹十月五英港

WEDNESDAY, MAY 11, 1921.

日四初月四

SINGLE COPY: 10 CTS.
120 PER ANNUM.



THE COAL CRISIS.

Drifting Towards a Triple Alliance Strike.

(Reuter's Service.)

London, May 10.

The Railwaymen's secretary, Mr. J. H. Thomas M.P. departing for America a week ago for reasons of health, predicted that the coal trouble would be settled during the week. The sudden recrudescence of industrial trouble shows he was a false prophet. The fact is the "rank and file" movement of the railwaymen has grown during his absence. They, and similarly the Clyde workers, are refusing to handle foreign coal, thousands of tons of which have accumulated at the ports. Thus the executives of the Transport Workers and the Railwaymen are drifting towards the strike which they refused to call officially a month ago. The position is complicated by the strike of ships' stewards against a reduction of wages. The Cabinet met to-day for the third time in twenty-four hours, indicating the gravity of the position.

Labour "Tightens Embargo on Coal."

London, May 10.

The coal strike situation has been exacerbated by the Executive of the Transport Workers Federation, which, after a prolonged sitting, decided to tighten the embargo on coal of which the handling is likely to defeat the miners. It is declared that the importation of coal with the object of defeating the miners is morally equivalent to the importation of black-leg miners. The Executive asserts that the blockade will not be loosened, and that steps are being taken to consult the railwaymen's organisations with object of rendering them more effective.

Calamitous Effect upon Trade.

London, May 10.

The effect of the coal shortage on national trade is evidenced by the Board of Trade figures for April showing exports to be nearly £60,000,000 and imports £90,000,000—decreases of £46,000,000 and £77,000,000 respectively compared with April 1920.

Great Effort from the Community Called For.

London, May 10.

Mr. Churchill summed up the gravity of the situation by saying: "We are at a bad moment. It requires from the whole community intense effort of a character similar to that put forward in 1914."

The Government is preparing to mobilise the resources of the nation so as to maintain the vital services. Volunteers have started discharging coal from ships in the Thames and at Glasgow and Yarmouth under strong military guards. Similar action is being taken at other ports.

AUSTRALIANS EASY WIN OVER SURREY.

Armstrong's Splendid Bowling.

London, May 10.

In cloudy weather, before a small attendance, Surrey were dismissed in their second innings for 223, Pender making 57 and Hitch 52. The wicket was slow. Australia thus won by an innings and 55 runs. Armstrong captured 6 wickets for 39 and Mailey four for 88.

[As Armstrong captured 6 wickets for 38 in the first innings the visiting captain obtained the splendid record of twelve wickets for 77.]

County Cricket Results.

Sussex beat Warwick by 80 runs. Kent beat M.C.C. by 30 runs. Nottingham beat Leicester by four wickets. The matches Hants v. Yorks and Oxford Univ. v. Middlesex were drawn.

NEW U.S. AMBASSADOR'S ARRIVAL.

Col. Harvey Interviewed.

London, May 10.

The New American Ambassador, Col. Harvey, arrived at Southampton, accompanied by Col. House.

Interviewed at Southampton, the new Ambassador said that he brought a message of good cheer and hope. England had more than American sympathy; there was never a time when America felt so keenly the moral obligation she owed the Motherland. The great Empire and the great Republic must get together to save themselves and to save to world.

THE SILESIAN DISORDERS.

Closing of Frontier "Nothing like Complete."

London, May 10.

Reuter learns that the promised closing of the Polish Upper Silesian frontier is nothing like complete. The insurgent leader, Korfanty, crosses daily, and commissariat lorries and trains for the insurgents continue to pass through. The Polish Government has been warned of the seriousness of the attitude.

Baron Stamer visited Mr. Lloyd George this afternoon, and is understood to have made a statement with reference to Upper Silesia.

PROTECTIVE LEGISLATION FOR DORMANT INDUSTRIES.

Amendment Defeated.

London, May 11.

In the House of Commons, after Mr. Asquith had condemned the fiscal resolutions, the House, by 289 votes to 79, rejected Sir A. W. Barton's amendment, tabled yesterday.

[Sir A. W. Barton's amendment provided that the protective measure in respect of certain "dormant" industries should apply for over the year instead of five.]

HERR WIRTH ADJURES HIS COUNTRYMEN TO EARNEST COMPLIANCE.

Berlin, May 7.

The Debate in the Reichstag was not sensational. The general atmosphere was one of bowing to the inevitable to avoid worse consequences, although the Communists noisily interrupted occasionally. Herr Wirth emphasised that it was useless to accept without earnest determination too the utmost to meet the burdens. Only by deeds could their opponents be convinced of the sincerity of Germany's intentions. He did not share the fears that an invasion would come even if the ultimatum were accepted.

GERMANY ACCEPTS ALLIES' TERMS.

Ultimatum Accepted.

(Reuter's Service.)

Berlin, May 10.

The new German Cabinet has accepted the Allies' ultimatum.

Reichstag Confirms Acceptance, But Large Contra Vote.

Berlin, May 10.

In the Reichstag, Herr Wirth, announcing the Cabinet's decision to accept the Allied ultimatum, invited the Reichstag to pronounce thereupon, and said that the ultimatum could only be accepted or rejected. The Reichstag, after a debate, accepted the ultimatum by 221 votes to 175.

The German Cabinet crisis has been settled.

New Cabinet at Berlin.

Berlin, May 10.

Herr Wirth, ex-Minister of Finance, has agreed to form a Cabinet.

Constitution of the New Ministry.

Later.

At the opening of the Reichstag the Centre Party ex-Minister of Finance Herr Wirth, announced the formation of a Cabinet in which he will be Chancellor and Foreign Minister, the ex-chancellor, Herr Bauer, will be Vice-Chancellor and Minister of the Treasury with Herr Robert Schmidt as Labour Minister and Herr Gessler as Minister of Defence. The Finance Minister has not yet been appointed.

The Cabinet includes four Centrists, four Majority Socialists, and three Democrats. The latter are only provisional, as they do not wish to join an administration in which the People's Party is not represented.

The New Chancellor's Personality.

London, May 11.

Herr Wirth is a tall, upright figure. Born in 1879, the son of an engineer, he took up politics in 1913, and is regarded as possessing the ablest financial brain in Germany. He is a leading member of the Centre Party, but inclines to the left wing, and has strong democratic tendencies.

CROWN PRINCE AT THE COLISEUM.

London, May 10.

Prince Hirohito, having received an address of welcome from the Mayor of Windsor, returned to London and dined at Lord Curzon's House. H. I. H. afterwards attended a performance at the Coliseum. Count Migaguchi has gone to Paris.

EARLIER TELEGRAMS.

THE CROWN PRINCE OF JAPAN.

London, May 10.

The Prince of Wales and the Crown Prince Hirohito with their suites left London by the Royal train for Windsor at 11.45 a.m. amid a profusion of flags. Prince Hirohito gave an informal reception in the waiting room on the platform which was crowded. They arrived at Windsor at 12.15 p.m. and found the station gaily decorated. The two Princes drove to the castle in royal carriages along a route flagged and lined with cheering crowds. Many thousands gathered at the approaches of the Castle and acclaimed the visitor who was received by the Marquis of Cambridge. After inspecting the Castle, Prince Hirohito lunched and then placed wreaths on the tombs of Queen Victoria and King Edward VII.

THE GERMAN CABINET.

London, May 10.

Attempts to form a German Cabinet have hitherto broken down on the questions of disarmament and the trial of war criminals. Bavaria's recalcitrance subject to the disarming of her irregulars is designed to intimidate Berlin politicians, but the latest telegrams from Berlin indicate that the principal political parties have agreed on the advisability of accepting the Allied ultimatum. It is expected that Herr Stresemann, Leader of the People's Party, will form a Cabinet to-day.

EXPORT CREDIT SCHEME TO THE FAR EAST.

London, May 10.

The Manchester Association of Importers and Exporters have written to the Government declaring that the extension of the export credit scheme to India and the Far East will have a detrimental effect on the present state of the markets and they consider that the Exchange Banks are quite capable of adequately dealing with the situation.

ALLEGED AMERICAN ATROCITIES.

New York, May 10.

Three Haytian delegates arrived at Washington to present a memorial to President Harding at the State Department of Congress, accusing Americans of a long series of atrocities and demanding their withdrawal from Hayti.

AMERICAN SHIPPING DEADLOCK.

Washington, May 10.

The efforts of the Secretary of Labour to effect a settlement of the shipping dispute failed in consequence of the Shipping Board's insistence on a 15 per cent. reduction in wages. No further conferences have been held.

DUTCH GOVERNMENT INCREASES DUTIES ON TOBACCO.

Rotterdam, May 10.

The First Chamber passed two Bills proposing an increase of the duties on foreign-made cigarettes, cigars, tobacco and cigarette papers to thrice the present duties.

THE KING GRANTS AUDIENCE TO MAJOR-GENERAL RIDOUT.

London, May 10.

The King gave an audience at Buckingham Palace to Major-General Ridout (late G.O.C., Singapore) on relinquishing the command of the troops in the Straits Settlements.

THE COTTON INDUSTRY.

London, May 10.

The Lancashire Cotton Employers Federation have notified the operatives of a 30 per cent. reduction in wages from June 11.

THE "HONG MOH" TRAGEDY.

THE FINDING OF THE COURT.

Capt. Evan's "Heroic Action" Complimented.

This morning at the Marine Court Lt. Conway Hake, R.N.R., president of the Board of Enquiry appointed by the local Government to enquire into the loss and wreck of the Hong Moh, gave the finding of the Court.

The finding stated—

We find that the British s.s. Hong Moh, official number 85,862, Singapore, of which Henry William Holmes, number of whose certificate of competency is 2279 Hongkong, was master, left Hongkong on March 2nd, 1921, for Swatow and Amoy with crew numbering 48 and through passengers from Singapore numbering 1,135; maximum draught was 22ft. 6 ins.

She arrived off Swatow about 9.30 a.m. on March 3rd, but the draught of the ship was too great to cross the bar, so the ship proceeded towards Amoy. But, owing to persistent representations by the Swatow passengers, the master decided to return and anchored in the vicinity of Bill Island, off Swatow, and signalled for a pilot to take the ship in to Swatow. A pilot came off and informed the Master that it was impossible to do so on account of the ship's draught. At 5.30 p.m. on March 3rd, the s.s. Hong Moh weighed anchor and stood down to South, and when in a position about one or two miles North-East or East-North-East of the Good Hope Cape the course was set S.85E by compass, the compass having a figure one deg. easterly deviation; speed 9 knots, increased to 10 knots at about 6.30 p.m. The weather was strong North Easterly wind, rough sea, overcast, cloudy and visibility not good.

It is not clear from the evidence whether the master intended to pass (1) South of the Boat Rocks, (2) Between the White Rocks and High Lammoek Island, or (3) to the north of the High Lammoek Island. If he intended to pass South of Boat Rock the wrong course was set. If he intended to pass between the White Rocks and High Lammoek Island we are of opinion that the passage would have been dangerous and undesirable in view of the weather conditions and low visibility. If he intended to pass north of the Lammoeks Light the course should have been altered at a safe distance from the Lammoeks light. The course was not altered and the vessel struck the North-West point of the White Rocks at 7.20 p.m. on March 3rd. After the vessel struck, the weather became worse and at 3 a.m. on March 4 the vessel broke in two.

We are of opinion that after the stranding the Master and Officers did all that was possible to assist the passengers. The sea was too rough to launch boats. At 9 a.m. on March 4 the s.s. Shansi of 1984 tons was sighted and closed the Hong Moh and stood by till p.m. on the 5th. The sea was too rough for boat work, though this was attempted by the Shansi. We are of opinion that the Shansi did all that was possible under the circumstances, picking up all the Officers some of the crew and a few of the passengers who had jumped overboard and drifted past the Shansi. Many were drowned in attempting this. The master was drowned while attempting to swim from the Hong Moh to the Shansi. The Shansi then proceeded to Swatow, with about 45 survivors on board, with a view to getting further assistance. We consider the s.s. Shansi's decision to proceed to Swatow where she hoped to obtain further assistance was a wise and proper thing to do.

Distress signals were sent up by the Hong Moh after stranding and a steamer was sighted distant two or three miles. This steamer, the s.s. Shansi, was sighted by the Hong Moh.

lamp. No answer could be made by the Hong Moh as her dynamo was out of action and the oil signal lamp was of insufficient power. This unknown steamer did not stand by but proceeded on its course. Other steamers were sighted by day on the 4th and 5th and on the night of March 4th at various distances from the Hong Moh, none passing close. None of these steamers closed the Hong Moh or offered assistance. Only in one instance have we any evidence that any of these steamers sighted the wreck and in that case we have been unable to call the master. The s.s. Shansi reported the wreck on arrival at Swatow at about 6.45 p.m. March 5th. The British Consul was informed. The agents of the Hong Moh were informed. The former advised S.N.O. Hongkong and requested assistance. The latter sent out a launch on the morning of the 6th.

H.M.S. Foxglove, on passage from Shanghai to Hongkong, when 50 miles from the N.E. of the Lammoeks intercepted a wireless telegraph message from H.B.M. Consul Swatow to Commodore in Charge, Hongkong, reporting the disaster and asking for immediate assistance. The Foxglove shaped course for the Lammoeks and arrived in the vicinity at 10.30 p.m. on the 5th March; there was no sign of the wreck in the dark. At daylight on the 6th March H.M.S. Carlisle, which had been ordered from the Pescadores by the Commodore, Hongkong, arrived and the two ships carried out rescue work under great difficulty and at 5 p.m. the Foxglove left for Hongkong, owing to coal shortage and engine trouble, with 48 survivors on board. On the 7th March H.M.S. Carlisle continued the rescue work throughout the day and when darkness set in the rescue work went on by aid of Carlisle's searchlights. At about 8 p.m. Captain E. R. G. Evans, C.B., D.S.O., R.N., H.M.S. Carlisle, swam to and boarded the wreck and thereby encouraged and assisted the remaining people on board to gain the boats lying off from the wreck. This went on till about 11 p.m. when the operation was abandoned for the night.

At dawn on the 8th March, the Carlisle's boats again closed the wreck and as no sign of life was seen to exist, the Carlisle left the vicinity for Hongkong with 220 survivors on board.

A small boat attached to the Lammoeks Lighthouse was observed to render assistance by taking people from the adjoining rocks.

FINDING.

We find that the cause of the casualty was the faulty nature of the course set and kept, which as explained above was either wrongly set or wrongly chosen or wrongly continued.

We desire to record the persistent effort at rescue made by the British s.s. Shansi during the 4th and 5th March.

The Court are of opinion that had vessels passing in the vicinity and in sight of the wreck previous to the Shansi's arrival, closed the wreck and ascertained whether it was practicable to render assistance, and if not, reported by wireless telegraph—or proceeded to the nearest port and reported the casualty, many more lives would probably have been saved.

The Court take this opportunity of recording the prompt assistance sent by the Commodore, Hongkong, the speedy arrival of H.M.S. Foxglove and H.M.S. Carlisle on the scene of the disaster, the skilful handling of the ships, the bravery, endurance and seamanship displayed by the boats' crews of the said ships and especially the heroic action of Captain E. R. G. Evans.

A SECRET!

Concerning Two Hydroplanes.

There is a deal of mystery surrounding the arrival in the Colony of two hydroplanes consigned to a well-known local engineering firm. Reports have connected their presence here with a project to form an aviation enterprise in the Colony, but on enquiries at the offices of the firm in question, a denial was met, with and our representative was given a reference to another quarter. But the fact remains that the machines are intended for the firm consulted though for what object, it has not been ascertained beyond the report mentioned above. One of these machines has already been fitted together and was given a trial run in the harbour the other day.

CANTON NEWS.

Following his inauguration as President, Sun Yat-sen has dispatched a circular telegram to officials throughout the Province announcing the dissolution of the Military Government and the formation of a new Government. A State Department has already been established and a formal meeting took place on Monday to deal with the establishment of various other Departments.

General Hsu Shung-chee has ordered all his officers to be ready for instant mobilisation at the various defensive points.

The Press Society of Canton has been notified by the police that nothing in the nature of military movements must be published.

A large number of telegrams from various Provincial Assemblies throughout the country have been received protesting against the inauguration of President Sun Yat-sen, but the Canton Provincial Assembly has, as yet, shown neither its approval or disapproval. These telegrams, and many others of protest from Tachuns and Civil Governors of other Provinces, have, on the orders of President Sun, been removed to the Secretariat.

A second protest has been made by the French Consul-General against the behaviour of soldiers and a formal order has now been issued by the Commander-in-Chief prohibiting soldiers from entering the grounds of the Old French Convent and destroying the trees.

News in To-day's New Advertisements.

A number of golf competitions have been arranged for the Whitsuntide Holidays by the Royal Hongkong Golf Club.—Page 4.

A dinner dance is being held at Repulse Bay Hotel on Whit Monday evening.—Page 4.

An appeal to all ex-Service men to join the newly-formed Hongkong Branch of the British Legion is given on Page 4.

The special attraction at the Coronet Theatre to-night is the film "Through the Wrong Door," featuring Miss Madge Kennedy.—Page 12.

A quantity of jewellery and silver ware is being sold by Messrs. Lammert Bros. on Saturday.—Page 4.

The Happy Valley golf course is closed for play until Sunday.—Page 4.

"The Price Mark" is the title of the principal film now being shown at the Hongkong Theatre.—Page 12.

To-Day's Exchange.

The closing rate of the dollar, on demand, today was 2s. 8 1/2d.

The Weather.

2 p.m. Barometer: 29.78. Temp: 75°. Humidity: 72%.

Lighting-Up Time.

Lighting-up time today: 8.15 p.m.

NOTICE.

DOUGLAS & GRANT LTD.
KIRKCALDY, SCOTLAND
RICE MILLING
MACHINERY

The largest and

must widely



experienced makers

in the world.

Sole Agents in South China

DODWELL & CO., HONGKONG.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO., LTD. Agents.

TSANG FOOK PIANO CO.,

MAKERS, EXPERT TUNERS & REPAIRERS.

Telephone 2127. 94a. Wanchai Road.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.25, WING WOO ST.
CENTRAL.

PUBLISHED ANNUALLY.

THE LONDON DIRECTORY.

with Provincial & Foreign Sections.
enables traders to communicate direct with
MANUFACTURERS & DEALERS.In London and in the Provincial Towns and
Industrial Centres of the United Kingdom and
the Continent of Europe. The name, address
and other details are classified under
more than 2,000 trade headings, including
EXPORT MERCHANTS.with detailed particulars of the Goods shipped
and the Colonial and Foreign Markets supplied.STEAMSHIP LINES
arranged under the Ports to which they sail,
and indicating the approximate dates.One such BUSINESS CARD of Firms desiring
to extend their connections, or Trade Cards of
ALERS SEEKING AGENCIES
can be printed at a cost of £1.10. 0d. for each
trade heading, under which they are inserted.
Larger advertisements from £2 to £15.A copy of the directory will be sent by parcel
post for £2, net cash with order.THE LONDON DIRECTORY, CO., LTD.
25, Abchurch Lane, London, E. C. 4, England.

BUSINESS ESTABLISHED IN 1814.

New Consignment of

"KODAKS"

Just unpacked to-day

Inspection Cordially Invited.

A. TACK & Co.

26, Des Vœux Road, Central.

KODAKS.

and
GENERAL PHOTO-
SUPPLIES JUST ARRIVED
MEE CHEUNG
PHOTOGRAPHER
Ice House Street.

MASSAGE HALL

23, FLOWER STREET.
MR. T. TAKAYE,
MRS. MORITA.
CERTIFICATED MASSEURS.
PATIENTS TREATED IN THEIR OWN HOMES
IF DESIRED.

METALS

of all kinds, especially for ship-
building and engineering works.
Complete stock. Best terms.
Immediate delivery.

SINCEN & CO.,

(Established A. D. 1880.)

HING LUNG ST. Phone 515

H. K. & S. BANK.

Opening of New Shanghai
Premises.The N.C.D. News of the 5th
inst. contains a page, illustrated,
of description of the new premises
in Shanghai of the Hongkong and
Shanghai Bank, the foundation
stone of which was laid by H. E.
Sir Bailey Alston, the British
Minister to Peking, on that day.The new building is described as
"a lordly building" in Neo-Grec
style, with a large dome rising
180ft. to the crown. It will tower
up five storeys, and the pictures
show a noble structure indeed.From foundations to dome,
the specifications provide for
first class work. The bank
will be the last word in
building excellence. To carry the
weight of the treasury and the big
dome piles 40 ft. long have been
driven. The foundations consist
of a reinforced concrete raft, the
main beams of which are seven
feet deep. In the steel frame of
the building the girders will all
be encased in concrete or bricks,
and some of the spans are to be
52 feet long. Hongkong granite
will be used as facing and should
set off a pile that will be a credit
to all concerned, not forgetting
the architects, Messrs Palmer and
Turner.The main entrance to the bank
will consist of three arches
11 ft. wide and 20 ft. high, with a
flight of steps 42 ft. wide. Each
arch will have its bronze gate of
fine design and flanking the steps
will be two bronze lions. The
main doors within will be bronze,
revolving and set in bronze screens.
They will give access to an entrance
hall surrounded by offices and
opening into the main banking hall,
which will have walls, columns, and
counters faced with marble and
relieved with bronze fittings, and
will cover an area of 21,500 sq. ft.
A marble staircase will give access
to a mezzanine accommodating
further offices. Then there will be
a Chinese banking hall. The
upper floors are designed
as suites of offices, with four stair-
cases and six lifts. Precaution
against fire is being taken every-
where. Most of the doors will be
bronze and there will be very little
woodwork.As a Shanghai paper says, the
building will serve to remind
Shanghai that the Bank is a Far
Eastern institution. Hongkong,
and not London, has the pride of
holding its head office. Its pre-
sence and its progress are an
essential part of our economic
state. "Forty five years ago," the
N.C.D. News reminds us "when
Wayfong produced its first eight
months balance sheet it showed
a profit of \$225,055. There were
some very critical years in the
early seventies when the very
life of the Bank was in jeopardy.
But these were survived and the
net profits last year after allow-
ance for every possible claim were
over \$12,101,000, with a re-
serve of £2,500,000 in gold and
\$21,500,000 in silver. It may
even be one day that the new
building may have to be enlarged,
if the progressive increase of the
past fifty years is maintained. Sir
Thomas Jackson was scoffed at by
many people in Hongkong when he
insisted on rebuilding the Bank's
premises on their present lines.
But he was right and the scoffers
wrong, and some of them have
since had to pay in their own
businesses for their scepticism; and
we believe that if "T. J." had
planned far more extensively than
he did in Hongkong, his successors
to-day would not have been sorry.
The influence of majestic buildings
on the energies and imagination of
those who use them cannot be
exaggerated."SPEECH BY GOVERNOR OF
HONGKONG.The laying of the foundation
stone of the new building tookplace during a torrential downpour,
but there was a great attendance
nevertheless. Mr G.T.M. Edkins,
chairman of directors, presided
and among others well-known in
Hongkong were H. E. Sir Edward
Stubbs, Vice-Admiral Sir Alexan-
der and Miss Duff, Rt. Rev. Dr.
C. R. Duppuy, Miss Edkins, Hon.
Mr. A. G. Stephen, Mr and Mrs
D. Johnstone, Mr and Mrs A.
Brooke Smith, Mr and Mrs E.
Gordon Lowder, Major and Mrs
H. Keawick, Mr and Mrs A. B.
Lawson, etc. H. E. Sir Bailey
Alston, who officiated, drove from
the British Consulate in a car
escorted by two very smart troops
of mounted Sikh Police and was
received by a guard of honour of
the Shanghai Volunteer Corps.Mr Edkins opened the proceed-
ings with a speech in which he
paid tribute to the joint
achievements of the successive
managers and staffs of the
Bank. Throughout the past ten
years of political unrest in China,
he said, the inherent financial
strength and resiliency of the coun-
try as a whole had constantly as-
serted themselves and, he was con-
fident, would continue to do so.Mr A. G. Stephen, chief man-
ager, briefly reviewed the history of
the Bank's premises in Shanghai,
recalling a similar ceremony 45
years ago. Their predecessors of
that time did not look far enough
into the future, a mistake which,
in the new building, the Bank was
determined not to repeat if it could
help it. The building would do-
minate the Bund and provide for
their future requirements, as far
as they could see, for ever and a
day. "The building will be an in-
dication of our faith in the future
development of the trade of China,
in the future of this port where we
expect all nations will be allowed
to trade peacefully for all time,
and in the future of the Bank which
we trust will always maintain its
leading position here."Records of present day Shanghai
bank notes, money and newspapers,
were deposited in the cell of the
foundation stone by Lady Alston,
after which Sir Bailey Alston, with
a silver ivory-handled trowel and a
silver ebony-headed gavel, declared
the stone well and truly laid.Sir Bailey Alston spoke of the
growth and expansion of these new
buildings being symbolical of the
growth and expansion of British
trade through out the Far East,
wherever the ramifications of the
Bank extend. They speak volumes,
he said, for the services rendered
by the Corporation in fostering and
assisting that trade and in so en-
hancing the prestige of the British
Empire. The Hongkong and
Shanghai Bank has been the
pioneer of financial service to the
Chinese Government, of which it
continues to be the most repre-
sentative channel. The greatest
task before the world to-day is to
cultivate friendship amongst
nations. It is one of the few things
really worth while. If we Britons,
who should always remember that
we are guests in this country,
lived alongside our Chinese hosts
on any terms but those of close
friendship, we might well describe
the situation as barbaric. Common
sense, law, order, peace, every-
thing that is just and right, de-
mands honour and fair dealing in
our relations with the Chinese.
After that, co-operation is the
keystone of all successful enter-
prise in China. Ladies and
Gentlemen, on us is laid the
high destiny of being inter-
preters and mighty smiths—
interpreters to our own people of
the qualities of the Chinese, and
to the Chinese of the qualities of
our own race, great qualities which
each possess, however much they
may be obscured occasionally in
the eyes of the other by misunder-
standing and misrepresentations—
mighty smiths to forge the links
of that mutual respect, confidence
and understanding which shall at
last bind the nations together in
co-operation, to serve the causePALM
BEACH
SUITS.READY
TO
WEAR.

Comfortable Suits for Hot Weather.

Made of genuine "Palm Beach" Cloth which com-
bines comfort and good appearance.A Palm Beach suit is cool, light, durable and washes
splendidly.We have just received our Summer Stock of these most
popular washing Suits, in shades of Cream, Fawn, Grey,
and Brown.

One Extra pair of Trousers with each Suit as required.

The only Store in the Colony
featuring Genuine Palm Beach Suits

Call and inspect them at

MACKINTOSH

& CO. LTD.

Men's Wear Specialists

16, Des Vœux Road.

Telephone 29.

of peace, and to win renewed
prosperity for mankind.With the laying of this stone
the annals of the Bank enter upon
a new era of continued usefulness
in the sphere of co-operation, and
of continued prosperity, we trust
to all those connected with it.
(Applause.)Sir Edward Stubbs said: Your
Excellencies, Ladies and Gentle-
men, I feel it is impossible for me,
as Governor of Hongkong, not to
say a few words on an occasion so
important to the institution which
is so important to us in Hongkong,
that is, the Hongkong and Shang-
hai Bank, so I need make no ex-
cuses for speaking on the subject.
Relations between the Governor of
Hongkong and the Hongkong and
Shanghai Bank have always been
of the most friendly nature and our
associations have been very im-
imate in the past, are so in the
present and I trust will continue to
be so in the future. My memory
hardly goes back so far as Sir
Bailey Alston's, but for the last 20
years I have had considerable deal-
ings with the Bank and have
always found its representatives to
be most helpful to the Government
of Hongkong, with which the Bank
has been intimately connected in
many ways.The Bank is incorporated in
Hongkong and there are manythings the manager cannot do with-
out my approval which I think he
should be able to do and I hope in
a short time we shall be able to re-
move some of the difficulties which
at present interfere with the Bank's
operations. I personally am in-
debted to the various representa-
tives of the Bank for their assist-
ance in the past and also on behalf
of my Government. They have
always assisted in every possible
way, without referring to the
financial assistances which have
been so freely given when we have
been compelled, like many others,
to call for an overdraft. I refer
rather to valued advice which has
always been freely at our disposal.
I would mention also the deep
debt of gratitude I owe to Sir
Newton Stabb for his sound judg-
ment and readiness to help in
every way, which always were
impressed upon me. It is a great
pleasure to me to think that
it was on my recommendation
that His Majesty conferred a
knighthood on him, not only
for his services to Hongkong
but to British trade in China. I
was also most fortunate in persuad-
ing, with some difficulty, his suc-
cessor, Mr Stephen, to accept a
seat on my Council.The list of directors which ap-
pears at the end of the programme
contains the names of two othermembers of my Legislative Council
and that fact alone shows how
valuable the connexion between the
Bank and the Government has
been. Hongkong depends for its
existence on British trade in China
and all know that British trade in
China depends to a very large and
increasing extent on the Hongkong
and Shanghai Bank. Therefore, it
would seem to be a rather selfish
wish to wish continued prosperity
and success to the Hongkong and
Shanghai Bank, but we do all wish
that.

YOU ARE JUST AS OLD

as you feel. A pair of correctly
fitted glasses is a powerful factor
in making you feel young.
Efficiency demands that you
wear glasses if your eyes are not
perfect. Fully fifty per cent. of
the people who do not wear
glasses should do so. A great
many are unaware of the real
condition of their eyes until the
examination is made. The
Hongkong Optical Co., Succes-
sors to Clark & Co., Refracting
and Manufacturing Opticians,
located in 53, Queen's Road Cen-
tral, have the equipment to test
your eyes accurately. Testing
the sight and fitting glasses is
their exclusive business.

DOINGS OF THE DUFFS

Maybe Tom Is Only Near-Sighted

BY ALLMAN

WHAT TIME DOES
THE SHOW START
EIGHT FIFTEEN?YES, COME ON!
I HAVEN'T SEEN AN
OPENING CHORUS
SINCE WE'VE BEEN
MARRIED!CAN YOU BEAT IT! I CAME
AWAY AND FORGOT MY
GLASSES! WELL, I'LL
TRY AND GET ALONG
WITH OUT THEM!WHY DON'T YOU
KEEP THEM
ON?DID YOU PIKE
THAT SHORT
SKIRT, HELEN?YOU DON'T NEED
GLASSES!



The Victrola

The most Versatile Musical Instrument the World produces.



Moutrie's
Sole Agents.
CHATER ROAD.

JARDINE, MATHESON & Co., Ltd.,
ENGINEERING DEPARTMENT.
14, PEI DER STREET, HONGKONG.
TELEPHONE 215 & 3551.

SOLE AGENTS FOR

MERRYWEATHER & SONS, LTD.,
PATENT LIGHT PORTABLE

"VALIANT"
STEAM PUMP

FOR

FIRE EXTINGUISHING.

WATER SUPPLY.

THE "VALIANT"

is made in two leading sizes, to deliver 100 gallons and 200 gallons, respectively.

THE ONLY ENGINE which can be transported entire by a few men across country where roads do not exist.

IRRIGATION.

FLUSHING.

MINING.

DRAINAGE.

etc., etc.

SANITARY BOARD MEETING.

Estimates For 1922 Passed.

A meeting of the Sanitary Board was held yesterday, Mr. G. R. Sayer presiding. There were also present the Director of Public Works (Hon. Mr. T. L. Perkins), the Secretary for Chinese Affairs (Hon. Mr. S. C. B. Ross), Dr. F. M. Ozorio, Mr. C. G. Alabaster, Mr. Chow Shou-sen, Mr. S. W. Tso, the Medical Officer of Health (Dr. W. W. Pearce) and the Secretary (Mr. C. M. W. Reynolds).

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

MALAYAN FISHING INDUSTRY.

Singapore, May 10. Mr. Maxwell, Director of Supplies, reporting on the Malayan fishing industry, recommends a system of market licences, extensive Government experiments in steam trawling, the formation of a Fishery Board, the appointment of a marine biologist, the counting and surveying of trawling grounds and other measures aimed at ending the present profiteering by an unlicensed mob of middlemen and retailers. Fish prices are now 200 per cent. higher than in 1914 and could be reduced by half, sympathetically reducing beef and mutton prices owing to a smaller demand therefor.

HONGKONG CRICKET CLUB.

Proposal To Wind Up Confirmed.

The following resolutions passed at an extraordinary general meeting of members of the Hongkong Cricket Club on April 14th., were confirmed at a meeting held in the Club's pavilion yesterday afternoon.

1. That the present Hongkong Cricket Club be wound up, and the Committee be authorised to take all necessary steps for that purpose.
2. That the Committee be authorised to register a Company limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the Meeting.
3. That the Committee be authorised to assign and hand over to the new Company when registered, all the assets of the Club.

GOLF.

Play for the Captain's Cup which took place last week-end over the old course at Faaling resulted in a win for A. B. Stewart with the score of 81-1=38.

A number of competitions have been arranged for the Whitsuntide holidays, 14th, 15th and 16th May including a bogey pool for gentlemen over the old course. On the 16th there will also be a mixed foursomes over the old old course, medal play.

NOTICE.

PICNIC

DELICACIES

Scotch Boar's Head, Scotch Haggis, English Brawn, Black Puddings, Galantines, White Puddings, Camp Pie, Chicken and Ham in Jelly, Picnic Pies, Stewed Kidneys, Pork Pie, Jugged Hare, Curried Fowl, Curried Mutton, Curried Rabbit, Curried Prawns, Pate de foie Gras, Potted Meats, Mackerel, Herrings, Kippers, Anchovies, Hams, Fruits, Thick Cream, etc. in Tins and Bottles.

LANE CRAWFORD'S

Established 1850. Telephone 1741.

JAMES STEER.

9, ICE HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

TEL. 2877

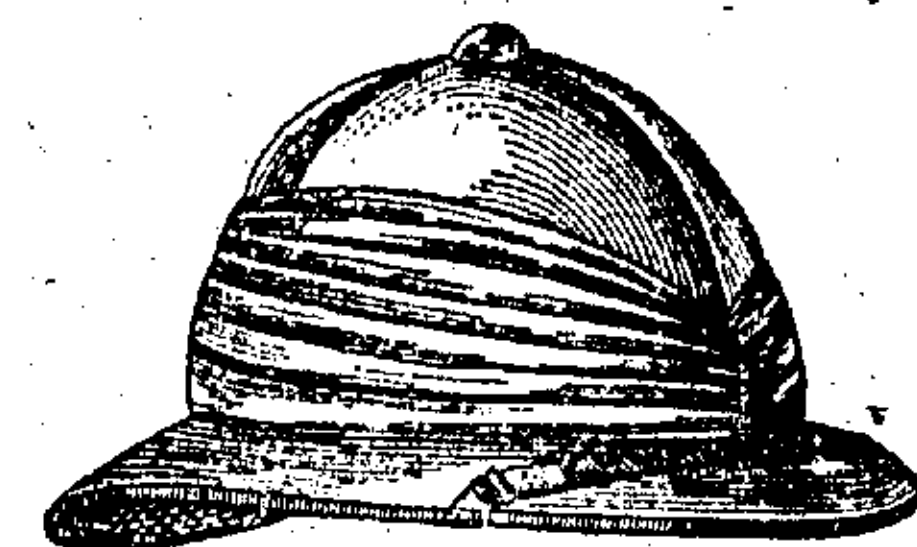
TEL. 2877.

SUN HELMETS

THE MAKE BEST

AT LOWEST COST

ALL STYLES REPRESENTED. CHOICE OF SHADES AND QUALITY PROVIDED.



THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

L & C HARDTMUTH'S
KOH-I-NOOR
THE PERFECT PENCIL

Is your pencil a

KOH-I-NOOR

(Made in Czechoslovakia)

or only an imitation?

This famous pencil is sold by

SOUTH CHINA MORNING POST, LTD.

3 WYNDHAM STREET.

JUST ARRIVED:
BRASS AND WIRE METAL

BEDSTEADS

HOP CHEONG

Complete House Furnishers.

Manufacturers & Exporters of High Grade Furniture.

Telephone No. 651.

53, Queen's Road Central.

JUST ARRIVED

A new consignment of

ALKIA & REUDEL BATH SALTRATES

Highly recommended in cases of
RHEUMATISM, GOUT, LUMBAGO, SCIATICA &
SKIN AFFECTIONS.

COLONIAL DISPENSARY

Telephone 1877.

14 Queen's Road, Central.

YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 德粉奶牛廠 香港
SHIU FUNG TAI & CO.

ole Agents for Hongkong and South China.

47 and 49 Connaught Road Central, Hongkong.

Telephone No. 1239.

to a system by which you provide dust boat stations at convenient points along the shore and carry it by boat.

Dr. Ozorio suggested that there need not be a string of trailers attached to each tractor.

The Chairman said that it would be enormously expensive if there were a tractor to each cart.

The amendment was lost and the original motion carried.

Refuse Lighters.

There appeared on the agenda the item: "Proposed purchase of refuse lighters."

The Chairman said he was instructed to ask the Board's opinion on these proposals.

In last year's estimates provision was made for two normal sized refuse lighters.

One had been built but he found it would be more convenient to use the money voted for the other one to build a number of smaller lighters of 10 instead of 100 tons.

The size of lighters depended on the amount of refuse to be collected at any particular point and in whether it was going out to sea or not.

The latter was really the critical consideration. The present position was uneconomical.

Additional dust stations could be established, and in the event of the experimental dump not proving a success, the small lighters could discharge into the

larger and the refuse could again be taken out to sea. Instead of carrying refuse from Shamshuipo by dust cart it could be carried out in small boats and he asked the Board to register an opinion in favour of this.

Mr. Alabaster: Is there any reason to suppose that the experimental dump will not prove a success?

The Chairman: It is quite impossible to say.

Mr. Alabaster: If there is any question of that, we should go back to incinerators, because dumping at sea is a thing which should be stopped.

Dr. Ozorio: This will increase the number of dust boat stations and that means increasing the number of nuisances on the shore of the Colony.

The Chairman: To the advantage of the hinter land.

In reply to Mr. Chow Shou-sen, the Chairman said the proposal would involve double handling but that occurred at present.

Mr. Alabaster: Will the cost be less or greater?

The Chairman said the cost would be \$10,000 as compared with \$14,000.

Mr. Chow Shou-sen seconded the motion and it was carried.

The rest of the business was formal.

not serve the needs of that growing district.

Turning to prevention matters, the Colonial Veterinary Surgeon had asked for a depot at a convenient point at Yau-mati in order to carry out inspections of imported cattle as required by the bye-laws.

A swine market was also asked for, one of the main objects being to encourage the local production of swine. He moved the adoption of the report of the Sub-Committee on Estimates.

The Secretary for Chinese Affairs seconded.

Mr. Alabaster: I beg to propose that the large item of \$45,000 for a steam launch, and all the items with reference to the crew be deleted. The Government has undertaken to discontinue the very offensive practice of towing house refuse to Kau-i-Chau where it pollutes the western entrance of the Harbour and every beach at the western end of the Colony.

The new scheme will soon be in operation and therefore it seems quite unnecessary to spend this large sum to buy a steam launch which will not be wanted when that happens.

Mr. Ross: Do we gather the work cannot be done with two?

The Chairman: It cannot be done.

The amendment, seconded by Dr. Ozorio, was put to the meeting and lost.

Bullock Carts Versus Motor Tractors.

Dr. Ozorio moved an amendment to delete the item of bullock carts and include two motor tractors and ten trailers.

Mr. Alabaster seconded.

Dr. Ozorio said that with regard to the extension of the bullock cart scheme the Government was putting back the clock. The only thing against the use of motor tractors and trailers was the state of the roads, but as motor buses were to be put on them shortly he saw no reason why they should be turned down.

The Chairman, answering Mr. Alabaster with regard to his objection to the provision of a steam launch, said that they must have some vessel for towing purposes.

Mr. Alabaster: We have towing vessels already. With the new scheme we shall have less work for the old vessels and none for new.

The Chairman pointed out that for years they had had three vessels and had been carrying on with two with difficulty. One of the three was sunk. They were merely replacing the old establishment.

The Chairman: I might explain, if any explanation is needed after what I have already stated, that experts have given their opinion that it is not wise to have motor tractors conveying a string of trailers through the narrow and crowded streets of Yau-mati.

In addition to that, the Public Works Department informs me that the Kowloon roads are not sufficient for the heavy type of tractor which is normally required for these services. It is sufficient for the bus service, I understand. I cannot agree that a system which will involve carrying all the refuse from Hongkong and all the outlying districts through the streets, is preferable

TYRES! TUBES! TYRES!

NEW SHIPMENT JUST RECEIVED.

Prices of Tyres and Tubes.

Size.	Make.	Prices.	
		Tyres.	Tubes.
		\$ C	\$ C
28 x 3	Fisk (Clincher-Motor cycle)	25.00	9.000
31 x 4	Fisk (Clincher)	60.00	13.00
31 x 4	Sioux (Clincher)	80.50	13.50
33 x 4	Dunlop (Straight side)	75.00	13.50
33 x 4	Sioux (Straight side)	88.50	13.50
34 x 4	Fisk (Clincher Plain tread)	60.00	15.50
34 x 4	Fisk (Straight side) N.S.	70.00	15.50
34 x 4	Sioux (S.S.)	90.00	15.50
34 x 4 1/2	Dunlop (S.S.)	95.00	15.50
35 x 4 1/2	Dunlop (Clincher)	95.00	16.00
35 x 4 1/2	U.S. Chain (S.S.)	100.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00
815 x 105	Sioux (Clincher)	75.00	14.00
880 x 120	Sioux (Clincher)	105.00	17.50

THE DRAGON MOTOR CAR CO.

24, Des Voeux Road, Central.

Tel. 482 & 3552.

Tel. 482 & 3552.

AVIATION NOTES.

(By "Meteorite.")

It was a happy thought that guided those thoughtful local aviators, who ever they may be to the recognition of the value of a re-union of ex-members of the three branches of the British Air Force now resident in the Colony. Perhaps in no other direction did the late war furnish us with such a striking example of the aptitude of the British nation to meet its most pressing needs at an hour of danger, than in connection with the organization and subsequent successful operation of the British Aerial Force. Under exceptional circumstances there was called into existence an organization to fill a gap in the national defence and it more than fulfilled all expectations. That fulfillment came only with a proper understanding of the magnitude of the task, and the placing of the country's need before all considerations of personal convenience or safety. The circumstances then existing gave rise to a high state efficiency; and it can be said that in no other branches of the military arm were there afforded greater opportunities of performing prodigious feats of individual valour. A common experience has for most of us the ingredients of mutual comradeship; the forthcoming re-union dinner for local aviators will possess a wealth of reminiscences all its own; and if the formation of the local aero club has not given much scope for a sympathetic exchange of views, we are sure that the forthcoming function will more than fill the requirement in this regard.

In a news letter just received from the United States it is stated that in a De Havilland 4B airplane, piloted by Lieutenant Paul T. Wager, the world's altitude record for parachute jumping was broken by Sergeant Ensel Chambers at Post Field on Washington's Birthday. At 145 the plane carrying Sergeant Chambers as passenger, took off and gained an altitude of 22,200 feet above sea level at 2.45 p.m. Lieutenant Wager was beginning to feel the effects of the rarity of the atmosphere and lack of oxygen at that altitude and turned to Sgt. Chambers and suggested that the jump had better be made. The Sergeant was rather weak and had difficulty in climbing from the cockpit with the two chutes on his back, but after several attempts finally succeeded in getting in position to jump. When he was ready he nodded to Lieutenant Wager to stall the plane and Sergeant Chambers dropped off into space. Due to extreme cold and weakness from lack of oxygen, Sergeant Chambers could not function his arms properly and had great difficulty in opening the chutes. It is believed that he fell at least 1,500 feet before he finally succeeded in pulling the wire so that the chute could be released. A stiff wind from the north was blowing and carried him 15 miles southeast of the point from which he left the plane. The landing made was especially fortunate in that there

NOTICE.**THE HONGKONG ELECTRIC CO. LTD.**

Notice is hereby given that the Thirty second Ordinary General Meeting will be held at the Company's Offices, St. George's Building, on Saturday, 21st May 1921, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February 1921, and electing Directors and Auditor. The Transfer Books of the Company will be closed from the 14th to the 21st May, 1921, both days inclusive.

By order of the Board of Directors,
GIBB, LIVINGSTON & Co. Ltd.
Agents,
Hongkong, 4th May, 1921.

THE COWIE HARBOUR COAL COMPANY LIMITED.**SILIMPOPON COAL.**

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
The COWIE HARBOUR COAL CO. LTD.

we're no obstacles nor barbed wire fences for within a half mile as the wind dragged Sergeant Chambers at least a half mile before he finally succeeded in cutting the chutes loose from his harness. Neither Sgt. Chambers nor Lieutenant Wager felt any ill effects from the trip.

The two tubes of hydrogen recommended by the Director of the local Observatory as part of the additional equipment which the station needs to meet the requirements of aviators, have arrived. This gas, which is much lighter and consequently more effective in its usefulness than the ordinary coal gas used to distend balloons, will be used for the elastic rubber balloons with which the local observatory hopes to ascertain the upper atmospheric conditions of the Colony. Two balloons will be used, one to be flown from the observatory and the other from a base to be decided later. With these the velocity and direction of the wind could be ascertained and a correct judgment made on comparison of the records registered at each point.

THE UNITED MOTOR CO. LTD.

33 & 35 DES VOEUX ROAD.

DISTRIBUTORS OF "SHALL" GASOLINE

AND

GARGOYLE MOBILOILS.

Tyres and Accessories at reasonable prices.

All of the above could be obtained at either of the following branches:—

EXILE GARAGE 33 & 35 Des Voeux Road
HONGKONG MOTOR CO. 141 Praya East
KOWLOON GARAGE Corner of Salisbury and Canton Roads.

Cars Garaged and repaired both in Hongkong and Kowloon under direct Supervision of trained European Motor Engineers.

Excellent Livery Service both HONGKONG and KOWLOON at reasonable rates.

ROPEWAYS LIMITED.

Economical Transport by Aerial Ropeways

Original Manufacturers of

ROE'S Patent System of Aerial Rope Tramways.

Contractors tendering for proposed reclamation and removal of Morrison Hill should call on us.

ACEAL/REISS & CO.

(Reiss Bros., Ltd.)

No. 3, Queen's Building, Ice House St.

Telegrams: Aceal Hongkong. Telephone: No. 673.

NOTICE.

THE AMERICAN MILK PRODUCTS CORPORATION has opened offices on the fourth floor of York Building, Chater Road, Hongkong, in the interest of the "CARNATION" MILK PRODUCTS CO.

The **ROBERT DOLLAR COMPANY** are no longer the agents for "CARNATION CREAM" in China, and we beg to draw to the attention of the public that we are the sole authorized importers of this product for this district.

Interested parties will kindly make inquiry by calling on us at this office or through P.O. Box No. 539.

AMERICAN MILK PRODUCTS CORP.,

Hongkong Branch Office.

E. S. CORRELL,

Manager.

Hongkong, 9th May, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 14th May, 1921,
commencing at 12 o'clock (noon)
at their Sale Rooms, Duddell Street

A Few pieces of Jewellery and Silver-ware

comprising:—
One Diamond Cluster Tie pin
One Pair Gold and Diamond Cuff Links
One Gold Watch and chain
One Gold Wristlet watch
Two Gold Cigarette cases

Also
One Silver Tea set
One Silver Kettle
One Silver Cocktail shaker
One Silver Jug

And
One Pair Prismatic Binoculars by "Ross."

Terms: Cash on delivery.
LAMBERT BROS.,
Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 23rd May, 1921,
commencing at 10.30 a.m.

at the premises of the
China Mining & Smelting Co. Ltd. Lowu,

The Plant of the above mentioned Company
Comprising all the Machinery, Tools, Spares, etc.

(To be put up in one Lot. Should the property be not disposed of in this manner, the plant will be sold piecemeal).

Terms: Cash on delivery

N. B. Intending purchasers can travel by the train leaving Kowloon at 9.15 a.m. and can return by the train leaving Sum Chuen at 11.40 a.m.

Inspection orders may be had on application to the undersigned.
LAMBERT BROS.,
Auctioneers.

NOTICE.**HONGKONG & SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the Hongkong and Shanghai Banking Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at NOON, for the purpose of considering and if thought fit of passing the following resolutions:—

1. That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars the present authorised capital of the Company to 50 millions of dollars.

2. That the Capital of the Hongkong and Shanghai Banking Corporation be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of £70 on the terms after mentioned. Shareholders on the Eastern Registers to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 23rd day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of £70 per share for each of the said New Shares be made as follows, viz.—
1st instalment of £35 on the 1st day of July, 1921, 2nd and final instalment of £35 on the 1st day of October, 1921.

5. That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6. That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 6 per cent per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 48th Ordinary Yearly Meeting of the Society will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on Friday, May 27th, 1921, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1920, and of declaring Dividends, etc.

The Transfer Books of the Society will be Closed from 14th May to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5th, 1921.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 55th Ordinary Yearly Meeting of the Company will be held at its Head Office Nos. 3 and 4, Queen's Buildings, Hongkong, on Friday, May 27th, 1921, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1920, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 14th May to the 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5th, 1921.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 52nd Ordinary Yearly Meeting of the Company will be held at its Head Office Nos. 3 and 4, Queen's Buildings on Friday, May 27th, 1921, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1920, and of declaring Dividends, etc.

The Transfer Books of the Company will be Closed from 14th May to 27th May, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, May 5th, 1921.

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

The fortieth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Thursday, the 19th May 1921, at Noon.

The Transfer Books and Register of Members of the Company will be closed from the 5th May to the 19th May, both days inclusive.

At this Meeting a Resolution will be proposed dealing with the remuneration to the Consulting Committee.

JARDIN MATHESON & CO., LTD.
General Agents.
Hongkong, 29th April, 1921.

REPULSE BAY HOTEL.

BANK HOLIDAY
WHIT MONDAY
A DINNER DANCE WILL BE HELD ON MONDAY THE 16TH MAY, 1921.

8. That interest at the rate of 8 per centum per annum be charged on each instalment not punctually paid, and be paid with each such instalment.
9. That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.
For The Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager.
Hongkong, 28th April, 1921.

WANTED.

WANTED.—Ship's Surgeon and Wireless Operator. Apply P. O. Box 259.

WANTED.—Board Residence. Single man requires board residence in Hongkong. Must be quiet locality. Middle level preferred. Apply Box 561 c/o "Hongkong Telegraph."

WANTED.—Lady Stenotypist seeks position in any office. Apply Box 556 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Flats in Tavri Building, Nathan Road, Kowloon. No. 37, 2nd. Floor & No. 41, Ground Floor. Apply to J. P. Vassunia, 38, Wyndham Street, 1st Floor.

TO LET.—Nos. 2 and 3 "Victoria View" Middle Road, Kowloon Point. Apply to Rumjahn, 6, Des Voeux Road Central.

NOTICE.**ROYAL HONGKONG GOLF CLUB.**

The following Competitions have been arranged.

14th, 15th & 16th May.
Bogey Pool for Gentlemen over Old Course. Entrance fee \$1.
Bogey Pool for Ladies over Relief Course. Entrance fee 50c.

Monday, 16th May.
Mixed Foursome Competition over Old Course. Medal Play. Entrance fee \$1.

Play may commence after 12.45 p.m.

The course will be reserved for this Competition from 12.45 to 2 p.m.

By Order of the Committee
J. B. ROSS,
Hon. Secretary.

NOTICE.**EX-SERVICE ASSOCIATION.**

At a meeting convened by H.E. The General Officer Commanding, Sir G. M. Kirkpatrick, K. C. B., K.C.S.I. in the R. A. Theatre, Hongkong, at 5.30 p.m. on Thursday, April 21st, 1921, it was unanimously decided to form an Ex-Service Association in Hongkong and China under the title of:—

"THE BRITISH LEGION"
HONGKONG & CHINA BRANCH, which it is hoped all Ex-Service Men or Women, of whatever rank will join.

A pamphlet setting out the objects of the Legion and forms of application for Membership and Associate Membership may be had on application to the Hon. Secretary and Treasurer,

BRITISH LEGION,
14, Pedder Street,
HONGKONG.

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

The **FOURTH ORDINARY ANNUAL GENERAL MEETING** of the Constitutional Reform Association of Hongkong will be held in the Theatre on WEDNESDAY, 11th day of May, 1921, at 6.15 p.m., for the following purposes:—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1920.

To consider the following resolutions:—

(1) That all non-Chinese members of the Legislative Council be elected.

(2) That a larger electoral body be, adopted in the case of all such non-Chinese members with the exception of the Representative of the Hongkong General Chamber of Commerce.

(3) That there be an Unofficial majority on the Legislative Council with such safeguards as are provided in the Constitution of Ceylon.

(4) That a petition be sent to the House of Commons asking for the support of the Members in securing the above change in the Legislative Council.

To elect the Officers and Committee for the ensuing year.

By order of the Committee.
L. M. WHYTE,
Hon. Secretary.
Hongkong, 4th May, 1921.

NOTICE.

THE BLUE FUNNEL LINE

REGULAR AND FAST-FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"AGAPENOR" 23rd May London, Amsterdam & Hamburg
 "MACHAON" 13th June London, Rotterdam & Hamburg
 "ANCHISES" 21st June London, Amsterdam & Antwerp
 "LAOMEDON" 15th July London, Amsterdam & Antwerp
 "MENTOR" 19th July London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TYDEUS" 20th May, M'les, Havre, L'pool & G'gow
 "HECTOR" 1st June Liverpool & Glasgow
 "EURYADES" 9th June Genoa, M'les, L'pool & G'gow
 "OANFA" 17th June Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TEUCER" 25th May Victoria, Seattle & Vancouver
 "TALITHYBIUS" 15th June
 "TYNDAREUS" 6th July

NEW YORK SERVICE

(via Suez or Panama)

"KNIGHT COMPANION" 1st June via Panama
 HOMEWARD PASSENGER SERVICE
 "ANCHISES" 21st June for London
 "MENTOR" 19th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"PERSIA MARU."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA.

The above named Steamer arrived Sunday the 8th May, 1921. Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignees' risk.

Storage will be assessed on cargo remaining undelivered after Sunday, 15th May, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Tuesday, the 17th May, 1921 at 11 a.m.

No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 9th May, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From LEITH, MIDDLESBRO,
LONDON and STRAITS.The Steamship
"BENVENUE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 21st inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON
& CO. LTD.
Agents.

Hongkong, 9th May, 1921.

W. S. BAILEY
& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
Call Flag "L"

Sole Agents for
"KELVIN MOTORS."
Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.633.
Secretary ... K.369.
Harbour Engineers, K.604 &
K.622.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"MACHAON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 10th May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th May, will be subject to rent.

All Claims against the Steamer must be presented to the under-signed on or before the 30th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th May, 1921.

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO., LTD.
Copenhagen.The Steamer
"PANAMA."

Having arrived on Thursday, 5th May from Copenhagen, Consignees of cargo in connection with the above steamer are hereby notified to present their Bills of Lading for countersignature. Cargo is being landed and stored at their risk into the Hazardous and/or extra Hazardous Godowns of Holt's Wharf when delivery may be obtained immediately after landing.

Storage will be assessed on cargo remaining undelivered after noon on the 12th May.

Damaged packages will be examined in the godown by Messrs. Goddard & Douglas on Thursday, the 12th inst. at 2.30 p.m.

All claims must be sent in to us on or before the 15th May. No fire insurance has been effected.

MANNERS & BACKHOUSE,
LIMITED.
Agents.
Hongkong, 5th May, 1921.CLOSING OF THE MINISTRY
OF SHIPPING.Story of A Great Government
Department.

With the formal closing of the Ministry of Shipping a remarkable chapter in Government management control of industry comes to an end. It is true that winding-up operations will occupy a considerable time yet to come, perhaps two years is not an exaggerated estimate, but as far as control over British shipping is concerned the word "finis" may be written to the work of the department over which Sir Joseph Maclay has presided with such conspicuous ability.

Taking a broad survey it will be admitted states a writer in the *Journal of Commerce* that as a result of the wise selection made of men who in conjunction with civil servants were called upon to direct the policy of the Ministry, and above all of the wisdom discretion exercised by the Controller, the department has performed a difficult, thankless and complicated task in a manner which has earned the thanks of the community. Shipping interests recognised when it was decided to establish the Ministry of Shipping that the step taken was necessary, and although Government control of such an industry was entirely opposed to the traditions of the British shipping trade the restrictions imposed were loyally accepted and obeyed the more readily for the reason that the broad lines of the policy followed were laid down by one who had long been engaged in the industry, and was familiar with the technical side of shipping.

REASONS FOR CONTROL.

The Controller has himself traced the steps which led to his appointment and dictated the various measures put in force from time to time. The absolute control of our shipping resources which was finally exercised came about through the pressure of circumstances rather than from any other cause. Arrangements had been made in earlier years for the railways to pass under the control of the State in the event of an outbreak of war, and they automatically passed into the hands of the Government with our decision to participate in the great struggle. It was not then apparent that it would be upon the management and endurance of the Mercantile Marine that the issue of the war would finally depend, and the Ministry of Shipping was not in fact established until the end of the year 1916, more than two years after the outbreak of the war.

Steps had of course been taken long before to requisition a certain percentage of merchant tonnage for the direct needs of the Admiralty, but it was only with the gradual recognition that the issue of the war would depend upon the ability of Great Britain to import essential food supplies in face of the submarine war that control was gradually tightened up until it became of an excessively rigid character. It was the need of the control for the transport of foodstuffs which may be said to have demonstrated the need for the creation of the Ministry of Shipping. The Government had to take precautions to ensure adequate supplies of sugar, meat, wheat and other foodstuffs, and it was necessary to arrange for the tonnage to transport large cargoes to these shores. It was realised almost before the Ministry of Shipping came into existence that unless the shipping facilities of Great Britain and the Allies were most carefully coordinated to the task of maintaining overseas

transport on the necessary scale the war would inevitably be lost.

By the time the Ministry was formed there was therefore general agreement that the department was a necessary part of the war organisation. With the advent of the Ministry the control over shipping was gradually tightened up to include not merely the British Mercantile Marine, but Allied vessels and the growing fleet of neutral vessels engaged in transport for the Allies.

A WORLD SHIPPING COMBINE

These came into the common pool, and there was thus built up the largest shipping organisation which the world has ever seen. When it is remembered that the management of one of the large shipping companies is a task calling for the execution of the highest degree of business ability it can be imagined how great and unparalleled was the responsibility thrown upon an organisation which had to operate the whole of the British merchant fleet, and had a measure of control over Allied and neutral shipping.

One can be thankful, now that the war has been won, that the aid of men experienced in ship management was, as Sir Joseph Maclay has reminded us, freely given to the State. It was not merely that the Controller himself gave his whole time to this task, but that many of the best brains in the shipping industry were placed at disposal for work both inside his outside the Ministry. It is not to be wondered at that those who were not in the inner councils of the Ministry and who were often unaware of the exact circumstances behind particular enactments and decisions of the Ministry occasionally thought that some of the restrictions imposed were unnecessary and that the tonnage available was not being used to the best advantage. It was sometimes forgotten that it was essential to keep vessels in reserve so that any call

CHEAP SALE

OF

UP-TO-DATE AND ARTISTIC

LIGHTING FIXTURES.

COME EARLY

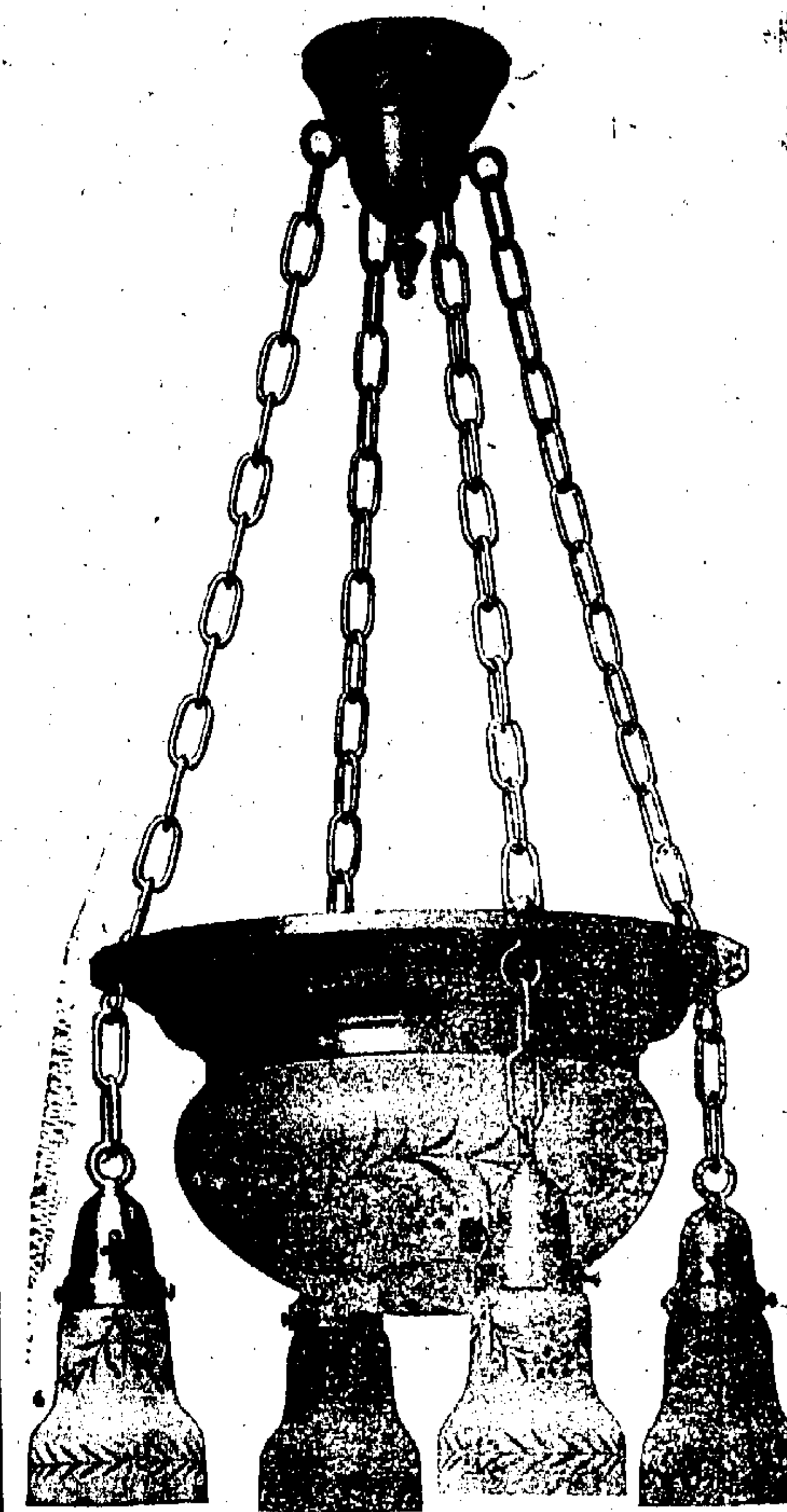
SO AS NOT TO BE

DISAPPOINTED.

UNION ENGINEERING

CO., LTD.

13, CHATER ROAD.

HONGKONG, CANTON & MACAO
STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO

STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m. only.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only.)

Excursion, Whit Sunday 15th May. s.s. SUI AN leaves Hongkong 9 a.m. and returns from Macao 5 p.m.
Excursion, Whit Monday 16th May. s.s. SUI AN leaves Hongkong 9 a.m. and returns from Macao 4 p.m.

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

made by the fighting forces for merchant ships could be followed by immediate action.

The full history of what took place after the enemy had entered upon the phase of unrestricted submarine warfare on Allied end neutral shipping alike has not yet been told, and will not be written for some time yet to come. That we were in a tight place for merchant tonnage, and that overseas transport was on more than one occasion threatened with disaster is common knowledge, and it is a tribute to the work of the Ministry that it met every crisis with plans which carried us safely through, if only by the smallest margin and was ready with new schemes to meet each fresh crisis as it arose. The part taken in the merchant shipbuilding campaign, although this was under the direction of a separate organisation, was no small one, and a fascinating narrative of triumph over difficulties can be made out of the story of the convoy system, and of how with resources which at one time were being rapidly depleted and with neutrals becoming more and more reluctant

NEW BATHROOM FITTINGS

JUST RECEIVED.

White porcelain with
nickel plated fittings.

A well appointed bathroom adds greatly to the comfort of your home.

C. E. WARREN & Co. Ltd.
30-32 Des Voeux Rd.

SNUFF FOR THE VESTRY.

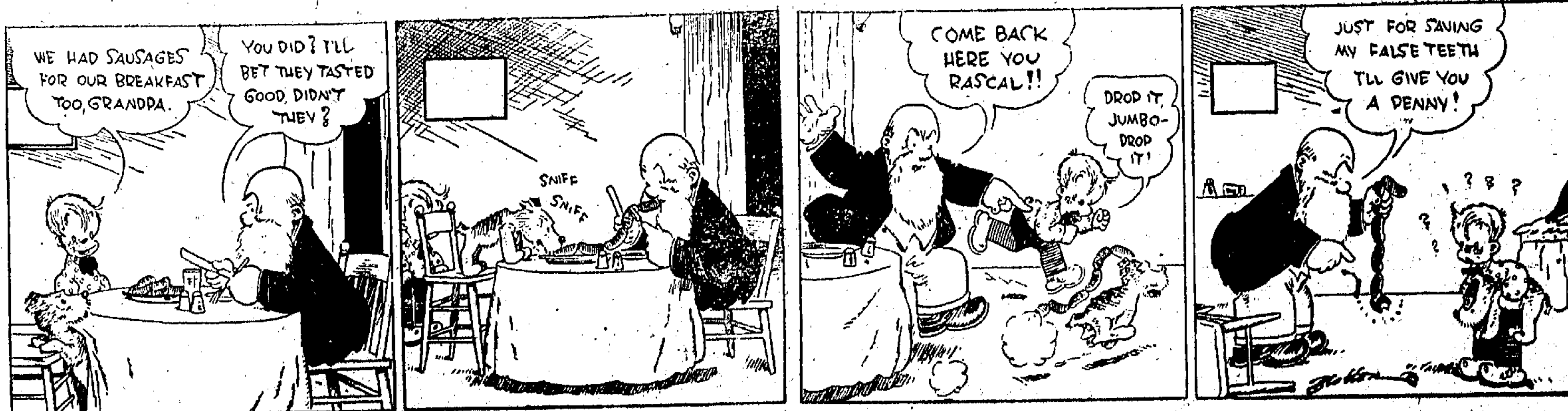
At a recent meeting of St. John's Vestry, Exeter, the vicar passed round a silver snuff-box for all present to take a pinch. The box was presented to the vestry in 1819 by the incumbent, and has been passed round at every meeting since.

to face the dangers of going to sea, sufficient quantity of tonnage was kept aloft to convince the enemy that ruthless submarine warfare on merchant shipping would be unable to cut our lines of maritime transport.

FRECKLES AND HIS FRIENDS

Grandpa Came Close To Being on a Soup Diet!

BY BLOSSER.



WATSON
E
OLD BROWN BRANDY

THE
PEG O' MY HEART



A.S. WATSON & CO., LTD.
HONGKONG.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 11, 1921.

THE LATEST FROM RUSSIA.

A cabled message from a Reval source, which to some extent discounts its value, especially in view of previous reports, nevertheless raises again the question of the Soviet's future. That regime is stated to be seriously threatened by increasing peasant revolts, of which the object is to cut off the enemy from the corn-producing centres, and this purpose is stated to have been accomplished over a wide area. Remembering the fate of the movements headed by the various White leaders, including the recent one at Petrograd, which also appears to have ended disastrously for the anti-Bolsheviks, it would be premature to regard the news as signifying an impending change in the control of Russia. It is possible that the Mensheviks (moderate reformers) are quietly augmenting their strength, and that the power of the Communists is gradually waning; but at present these matters remain in the region of the speculative. What renders the latest outbreak noteworthy is that it follows Lenin's decision to adopt a marked change of policy.

This change was resolved upon at the Communist Congress recently held in Moscow, when it was made clear that the whole orientation of the Soviet Government and its leaders is undergoing a significant development. The change of front adopted by the head of that Government was far more rapid and decisive than had been generally looked for. Lenin, it is stated, declared frankly to the Congress that in the present state of Russia and of the world the application of Communist doctrines has been a failure. For their success two conditions were needed—a world revolution and the general acceptance of the doctrines in question within Russia by proletariat and peasant alike. Neither of those conditions he confessed, was being fulfilled, and it was clear that unless terms were quickly made with the peasants, the peasants would grow no more food and the proletariat would sink further below the hunger-line. It is significant that Lenin should speak of the "peasants and the proletariat." The fact is that the peasants have become small owners as the result of the confiscation of land, and they naturally have little love for a system which, after giving them the land, appropriates their crops in return for worthless paper-money. On the other hand, Lenin relies upon the peasants' fear of losing their land were the old party to be restored.

Accordingly, Lenin proclaimed the bold policy of ending all food requisitions from the peasants, apart from a reasonable tax payable in kind, and at the same time restoring full liberty of trading to the co-operative societies, which had been officially "communised." Manifestly, indeed admittedly, these changes were not brought about by change of heart, but the tokens indicated that they were sincere for the simple reason that experience had proved them to be essential. The change of front was also attested by the completion of the Anglo-Russian trade agreement and the endeavours to conclude similar compacts with the other nations. The United States rejected the overtures somewhat peremptorily, albeit not without difference of opinion among important sections of the community, and in other countries, notably Italy, also Japan, and to some extent even in France, whose Government had shown strong opposition, there has been a growing movement in favour of the resumption of commercial relations. Conciliatory approaches have also been made to China. Now, just as Lenin seemed on the road to restored international amity, report indicates that he is menaced with new hostilities from within, which prompts curiosity as to whether he has broken faith with the peasants, or whether they place no faith in his promises. The Soviet is the more dependent upon the peasants in that it can have little money to purchase corn from abroad, were it available. As likely as not, the present report is another of the kind that come along intermittently, but should it prove that a rising has taken place upon a serious scale the situation may become fruitful in possibilities.

NOTES & COMMENTS.

A 400 Per Cent. Increase.

If the Government of this Colony wishes to have evidence of the need for the establishment of a Fair Rents Board, here it is. A block of business premises right in the centre of the town changed hand a few days ago, the price paid being fairly high. The ground floor is occupied by well-known retail firms—firms that have been long established and who have a right to expect a place in which to carry on their businesses on fair and equitable terms. One of these shop-keepers learned only so recently as yesterday that if he wished to continue his tenancy he would have to pay a rent five times as much as he was paying his old landlords. Not just double, but five times the amount he pays now. It appears that a certain Bank has made the new owners an offer for the whole of the ground floor, and the three firms at present occupying the premises have to vacate or pay between them a rental equivalent to that offered by the Bank. It might be argued that the Government cannot help such an economic happening, but in view of the inadequacy of ground floor space in the business part of the City it could with legitimate solicitude prevent the unscrupulous exploitation of the smaller business men by the greater. Moreover, it should do so. Such a happening as we have related above is only possible because of a shortage; profiteering at home was only possible because of a shortage—until the Government stepped in and said that it had to stop. Our friends in Singapore have set about the business of upsetting profiteers, and we should very seriously look to doing something of the same sort here. There is no greater profiteering taking place than there is in property in Hongkong, and it is high time it was stopped. To the disturbed tenants in this case we tender our hearty sympathies; to the new landlords we tender our exorcisms; and to the Government we tender, with every respect, the advice to look into the matter and get busy. What's the Chamber of Commerce doing about it? This is as equally important as stamps.

The New Motor Coaches.

There has been a good deal of vague talk lately about the purchasing of motor coaches for the Kowloon-Canton Railway, but after what was published yesterday it is clear that this Colony is near to witnessing their actual operation. As a project to relieve the all too few coal-burning engines at an economical figure and to provide motive power for a purely local passenger service the innovation has everything to recommend it. The advantage of a motor coach is that it costs nothing whilst standing idle, against which the monthly coal bill for steam engines whilst disengaged would appear to be fabulous. It is estimated that with the saving that can be effected in coal consumption, the cheaper cost of running, and the additional revenue the new coaches will earn, the local Government will soon see the return of the rather heavy expenditure the securing of the coaches will entail. The need for more locomotive power has been felt for a long time past but to have purchased new coal-burning engines from home would have meant the spending of a huge sum of money besides a much longer wait for delivery.

British Boxer Scores.

It's a long lane that has no turning, and the British lightweight boxing champion, Ernie Rice, has proved the adage by defeating Georges Papin, the holder of the European lightweight championship. The result affords hope that the old country has unearthed an exponent of the class needed to restore British boxing to something of its former lustre, seeing that Rice is a comparatively new-comer, which renders his success against such a proved performer as Papin distinctly promising. It is early to arrive at conclusions, but if Rice progresses at the rate that he has been doing we may have a worthy successor to Freddy Welsh, which would probably enable us to hold our own, if not more, against the best that even France or America could send. At present it would be premature to pit Rice against such a star as the famous Benny Leonard. Another year or two may possibly tell a different tale. In any case Rice's performance is a welcome change from the frequent victories of American and French boxers over the Union Jack's representatives.

DAY BY DAY.

AUTHORITY SWELLS UP SOME FELLOWS SO THAT THEY CAN'T SEE THEIR CORNS; BUT A WISE MAN TRIES TO OURE HIS OWN WHILE REMEMBERING NOT TO TREAD ON HIS NEIGHBOURS.—G. H. Lorimer.

There was a clean bill of health in the Colony yesterday.

The French cruiser *Montcalm* left on Monday for the North. She is due to arrive at Nagasaki on the 26th instant.

Revenue Officers and the police yesterday effected the seizure of 3,500 dutiable cigarettes from different individuals, who were this morning fined various sums of money.

While proceeding along Quarry Bay road at 1.30 this morning a public ricksha coolie was attacked by four or five men who relieved him of \$1.65 which he had earned during the night. In struggling with one of the robbers the coolie was stabbed in several places.

The occupants of a matched, belonging to the Hongkong Jockey Club, at Soekunpoo Valley, sustained the loss of \$25.80, in a robbery which was perpetrated there at 9 o'clock last night by five men, armed with revolvers and daggers. No arrests have been made.

A drowning fatality took place at Connaught Road last night, when a coolie employed by the Shing Hing shop, of Bonham Strand, helping to discharge a cargo of sugar from a junk slipped into the water from a plank and was drowned. He was carrying a bag of sugar on his shoulder.

A whist drive was held last evening in the Garrison Sergeants' Mess, at which the following were the prize-winners:—Ladies:—1st, Mrs. Gooch (177); 2nd, Mrs. E. White (169); 3rd, Mrs. Booth (169); Highest score in any one half Mrs. Alderton (91). Gents:—1st, Mr. Gnr. May, R.A. (186); 2nd, Sgt. Elliott, R.M.L.I. (180); 3rd, Sgt. Major Cousins, R.A.S.C. (180); Highest score in any one half Mr. Smith (93). S.Q.M.S. Pryer capably fulfilled the duties of M.C.

At the Hongkong Theatre Thos. Ince presents the favourite star Dorothy Dalton in "The Price Mark," a story by John Ritchie. This is a romance that thrills even the most blasé, a story that throws sidelight on the gaiety and heart throbs of an artist model a tale of love, intrigue, adventure and stormy emotion. The Bray's Studio paramount pictures will continue their series of very interesting events in addition to some comic comedies which will be given at intervals.

The basket ball season has just finished, with the Moslem Club, St. Paul's College and Queen's College as respective winners of the Hongkong Open Basket-ball League, Hongkong Students' Basket-ball League and the Hongkong Small Boys' Basket-ball League. An exhibition match, Moslem Club versus The Rest, will be played off on the Chinese Y.M.C.A. ground at 5.30 p.m. sharp on Thursday, at the conclusion of which Mrs. Severn will kindly distribute the trophies to the various winners.

Mr. A.O. Brown, the Hon. Secretary of the Hongkong Boy Scout's Association wishes to thank the following for generous donations to the Association, and also to thank the Hon. Mr. Lau Chu Pak for so materially helping in the collection of funds:—Hon. Mr. Lau Chu Pak \$500, Mr. Mok Kun Saag \$500, Mr. Li Po Kwei \$250, Mr. Li Yick Mui \$250, Mr. Wing Tsz Ming \$250, Mr. Li Wing Kwong \$250, Mr. Wong Kam Fuk \$200, Mr. Ho Kwong \$100, Mr. Chow Tung Shang \$100, Mr. Yau Shui Chi \$100, Mr. Lo Cheung Shiu \$100, Mr. Chau Yue Ting \$100, Mr. Wong Kwong Tin \$100, Mr. Pon Ywai Ting \$100, Mr. Sing Ku \$100, Mr. Tong Shiu Lun \$100, Mr. Wong Wut Chuen \$50, Mr. Chan Ping Yue \$50, Mr. Li Ki Cho \$50, Mr. Chu Chak Tung \$50, Mr. Ma Yuk Teun \$50, Mr. Li Cho Son \$50, Mr. Lam Tak Chau \$50, Mr. Li Siu Ching \$50, Mr. Leung Chung Man \$50, Mr. Chau Shu Kai \$50, Mr. Kwok Mak Yuen \$50, Mr. Wong Kwan Sun \$50, Mr. Chu Chung Hin \$50, Mr. Lo Chung Lim \$50, Mr. Chung In Shun \$50, Mr. Shiu Kam Chuen \$25.

OLD BAILEY COLLAPSE.

Earthquake Recalled.

The inquiry into the death of a Chinese girl, one of the victims of the Old Bailey house collapse, which occurred on the 18th April, was concluded at the Magistracy yesterday, when the only additional evidence taken was that of Mr. J. W. White, executive engineer of the Public Works Department, at the conclusion of which the jury returned a verdict of accidental death, adding that in their opinion all precautions were taken to prevent a collapse.

The inquiry was conducted by Mr. G. N. Orme, the Coroner, and the jury consisted of Messrs. J. D. Kinnaird, J. Baptista, and C. M. Sequeira.

Mr. M. K. Lo represented the owners of Nos. 7 and 9 Old Bailey and Mr. M. H. Turner (of Messrs. Deacon, Looker, Deakin and Harrison) the owner of No. 11.

The Coroner having intimated that Mr. White would give evidence, asked Mr. Lo if he desired to call any witness.

Mr. Lo suggested that evidence might be adduced showing that the alterations were being carried out properly.

The Coroner remarked that the contractor had left the district and he was afraid that he could not be called.

Mr. Lo said the jury must take into consideration the question as to whether proper precautions were taken in carrying out the work. One of his clients had told him that the work was done in about five days and that the workmen continued until 3 o'clock in the morning. The question was whether the alterations carried out in a hurried manner in five or six days, with the men employed until 3 o'clock in the morning, could be done properly.

The Coroner intimated that if the jury desired to hear further witnesses after they had listened to the evidence of Mr. White then they could be called.

Mr. James William White, executive engineer in charge of the Buildings Ordinance office stated that his duty included the passing of plans. The office records failed to show the date of the construction of the Old Bailey buildings but they were probably 40 or 50 years old. He had received no previous information respecting the dangerous condition of any of the houses in the block, with the exception of No. 17, which was damaged as the result of the earthquake in 1918.

The Coroner: That damage you regarded as due to the earthquake?

Witness: Due to the earthquake and also old age.

That in itself did not give you any reason to suppose that the block was unsafe?—No, it did not give me that impression.

The witness went on to say that the next occasion he received information about the Old Bailey buildings was on receipt of Mr. Weaver's plans for alterations to No. 11. The plans complied with the requirements of the Buildings Ordinance and were passed accordingly. Having regard to the later history of the building, he still considered them as suitable and sufficient for the nature of the work to be undertaken. If they complied with the Ordinance he had no power to disapprove. After passing the plans, he heard nothing further about the building until the afternoon of April 12th, when he received a report that the party wall of Nos. 11 and 13 was cracking. Steps were taken to have it shored up. The wall between Nos. 9 and 11 appeared quite safe. About 5.30 on the morning of the 13th, he received information of the collapse. He made inquiries and after examination of the building came to the conclusion that it had come to the end of its tether and collapsed through old age. The walls were of poor construction, consisting of blue bricks, which deteriorated with age, and mortar which also deteriorated. The witness added that in looking through records he found that as long ago as 1903 the rods had been placed in several houses of the block. He believed the houses were formerly designed and built as three storey houses, and that they were later altered to four storeys, and that the rear portions were made into five storeys. That would throw an additional weight on the buildings which they were not designed to carry.

Questioned as to the effects of the corbelling on the building, Mr. White said he could not express an opinion. It all depended how the

work was carried out. The front alterations appeared to have been done in a satisfactory manner and it was only fair to assume that the corbelling was properly done. Work of this character would not, in his opinion, be dangerous, provided it was done properly. The buildings had been frequently repaired during the last 20 years.

The Coroner pointed to the fact that two walls, apparently independent were involved—the wall between Nos. 9 and 11, which collapsed, and that between Nos. 11 and 13, which was cracked and had to be shored up.

The witness replied that it was a coincidence. Both were due to his opinion, to the age and condition of the buildings and not to any common cause.

Mr. Lo: In spite of the occurrence of these two important facts, you say that it was a coincidence?

Witness: I think it was a coincidence.

You agree that there are two alternatives to which the collapse can be attributed, the one being accidental and the other due to faulty repairs?—Yes, I agree that there are two alternatives.

The one alternative depends on the rather miraculous coincidence of old age, the use of blue bricks, etc.—Yes.

An other depends on the infallibility of an ordinary Chinese contractor?—Yes.

Have you much faith in Chinese contractors carrying out work properly without supervision?—It depends upon the class of work they are engaged upon.

Are Chinese contractors to be trusted when they are not absolutely under supervision? Haven't you had cases brought to your notice where they are not so trusted? We have had cases.

And in this particular case the contractor has run away?—I have been informed so.

In view of this additional fact that the contractor has disappeared and has failed to come forward to give evidence, do you still pin your faith to the idea that this was a coincidence?—I think the contractor ran away without stopping to think.

What I should like to know is why you assign the collapse to a miraculous coincidence rather than to something which is feasible such as faulty construction? What makes you think it was a coincidence and not faulty construction?—I have had experience of buildings collapsing without any cause whatever, simply due to old age.

The witness, further questioned, held that the collapse was due solely to old age and not to the

fact that the work was not carried out properly.

Mr. Lo: You can give no further reason than that you have already given?—My opinion is also based upon my experience for a number of years and to my knowledge of buildings in Hongkong, which are all gradually coming to the end of their tether.

The witness agreed that if the corbelling was done in long lengths that would cause a certain amount of danger. He did not know how it was done.

Mr. Lo: Then as far as the evidence that has been given goes, you do not know whether the collapse was due to a coincidence or due to faulty construction?—That is the case.

You regard careful supervision as being necessary? In cases of buildings like these, yes.

The impression left on my mind was that it was absolutely dangerous to touch it?—That is being wise after the event. It is only by turning up the history of the buildings that we have been able to discover this.

Mr. Lo: But you can tell by merely looking at the building whether it is old or not. When you have a building of this description it seems to me very important that there should be strict supervision during the course of the carrying out of the alterations.

Further questioned, the witness said he saw no reason why workmen should not be employed until 3 o'clock in the morning if circumstances necessitated it.

Replying to Mr. Turner, Mr. White stated that if the corbelling was done in excessive lengths before 4 o'clock on the afternoon of the 12th, he would have expected the representative of the P.W.D. to have found cracks on the wall. As a matter of fact no cracks were found on this particular wall.

The absence of cracks, the witness added in reply to Mr. Lo, would probably not indicate that the corbelling was not done in excessive lengths.

This was all the evidence. The Coroner suggested that the jury should consider the question as to whether there was any negligence on the part of any person which contributed to the cause of the collapse, and which would be sufficient to render him responsible. It was open to the jury to make any recommendations or suggestions as to the immediate or future safety of buildings which might arise out of the present inquiry.

The jury returned a verdict that the cause of death was accidental, adding that they were of the opinion that all precautions were taken to prevent a collapse and that they had no means of ascertaining the true cause.

Between Ourselves

By Robt. MacWhirter.

Jimmie P. Wong must be a sad man this night. I hope as long as I live I'll never have to face such a thing as he had to face to-day. I think I'd as soon be dead and done with it.

You don't know Jimmie. Now that I come to think of it I don't know him very well myself though he's been man and boy with us for long and many a year. How he first got his name Heaven alone knows but somebody in a facetious moment wished it on him—and it has stuck ever since. A quiet, decent lad is Jimmie, always clean and tidy and never shaulchy about the feet.

But Jimmie hasn't been up to scratch for some time past. He's been apt to make mistakes and upset things generally. At our place the flat had gone forth more than once that Jimmie was due for long leave with no prospect of his return passage back. If there was a lap-sided way to do a job Jimmie P. Wong was the lad to find it out and carry it into practice. The Ancient Order of the Sack he just missed by the skin of his teeth more than once.

But this morning being wet and thus a fine day for worms, this worm was in good fettle—and finally turned. No, Jimmie didn't seem to have any recollection of having done anything amiss. I could see though that he was a bit upset. He kept his face set four-square and his eyes looking exactly a couple of inches above my head but he was as nervous as a kitten for all that. The man that says a Chinaman has no nerves had better leave off reading light literature and look around him. His face may often look as if it were set in plaster of paris but just take note of his hands and feet.

Jimmie was excited I could see that and I jalousied it was the fear of losing his job that made him so.

I tried him most every round about way to gain his confidence but failed. I asked him about his family, his village, his health. I sounded him on money affairs, on love affairs, but from none of his answers could I solve the riddle as to Jimmie P. Wong's ever increasing, and blundering stupidity. I thought of opium but he was too plump for that.

After all it was a mere trifle that gave me the clue. "What's the matter with your eyes, Jimmie?" I asked. Oh there was nothing wrong with his sight. Yes, he was willing to come with me and have them tested. So I took him round to Toby in the afternoon and he said right away he must go and see a doctor. That's what he said at first to Jimmie. To me he only said three words—"Cataract, both eyes."

"Better tell him or he'll never be persuaded to go and have them seen to," said I. And the cold brutal truth was passed on to Jimmie who took it like a man. In the morning he appeared to be more excited at the thought of losing his job than he was in the afternoon over losing his sight. Marvellous folks.

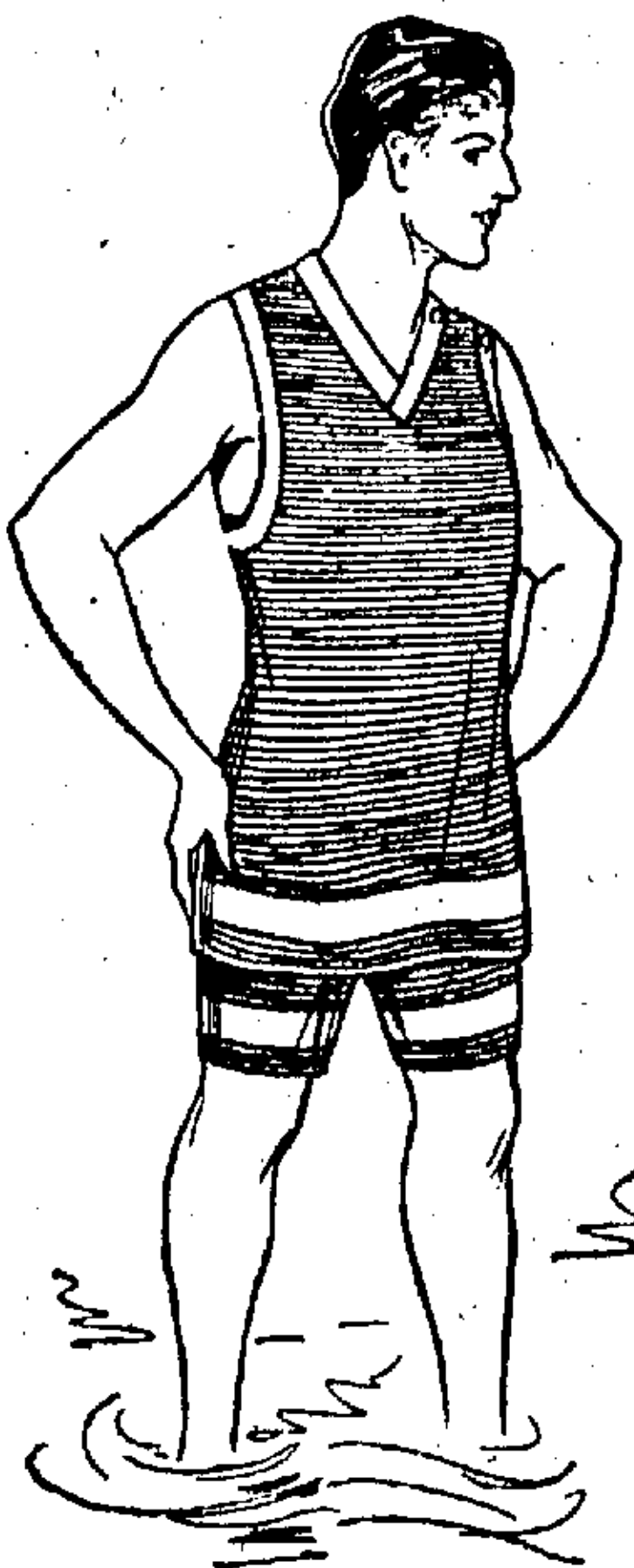
And fate has decreed that Jimmie is in danger of losing the fairest gift of life—his sight. And he never wept or cursed or swore or even broke sweat! Sometimes we're apt to make ourselves believe that the world is all wrong. But you believe me it could be a good deal worse. Let us be thankful for the blessings we have for there's nothing so invaluable in this world as the things we have—once they're taken away from us.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES,
CAREFUL DRIVERS.
TELEPHONE: 977.

YEE SANG FAT CO. BATHING SUITS

MANY NEW MODELS FOR
LADIES, GENTLEMEN & CHILDREN.



Our Bathing Suit doesn't cost any more yet it has a style about it that's individual.

Our stock of Bathing Suits is brimful of the newest models. A wide assortment of all-wool Suits in most attractive colour combinations that everybody wants as well as many plain colours.

Let your next Bathing Suit be one from Yee Sang Fat's. They give satisfaction.

PRICES:

For LADIES,
\$2.75 to \$16.50 a suit.
For GENT'S,
\$2.75 to \$12.50 a suit.
For CHILDREN,
\$1.25 to \$4.00 a suit.

A LARGE ASSORTMENT
OF WHITE TENNIS SHOES
JUST ARRIVED

YEE SANG FAT CO.

TELEPHONE 1355.

TO-DAY'S CHINESE TELEGRAMS.

Paris, May 11.
One of the clauses in the Sino-German commercial Treaty provides that the Germans will willingly give up all their rights in the Shantung province but will be allowed to redeem their private properties at their own cost.

Owing to the failure to secure the fulfilment of the posts of Minister of Finance and Minister of Communications, the reorganisation of the Cabinet has been postponed.

Wong Ching-ting has, by Presidential Mandate, been appointed as Arbitrator to represent China on the Arbitration Board at the Hague.

Shanghai, May 11.
It is reported that a contract is being negotiated between the Ministry of Communications and the Mitsui Bisen Kaisha for the supply of 500 passenger cars, 1,000 goods trucks and 80 locomotives, costing altogether \$25,000,000. It is said that the money will have to be paid in three years and that the Peking-Suiyuen Railway has been given as security.

THE HOUSING PROBLEM.

Fair Rents Board Wanted.

The following letter has been addressed to us:—

Sir,—This question is, to the exclusion of all others, the most important affecting this Colony. It has been a burning question since the Constitutional Reform Association took it up and had it discussed at a public meeting held at the Theatre Royal some three years ago; but no tangible benefit of any kind has so far resulted from the representations made by that or any other Associations or persons. This is evidenced by the fact that rents have risen higher and higher ever since; while house accommodation has become more difficult to obtain.

The recommendation to build roads and more roads, especially motor roads, round the Colony and the New Territories is surely no solution of the problem except to cater to the few who find it a pleasure to drive round these places. The large sums spent on such, running into many millions of dollars, could have been better utilized towards solving the housing problem.

Nor, does the building of houses close and easily accessible to the City alone solve the problem any more than it can alone be the means of lowering the high rents now obtaining, though it may, if the ratio of its output corresponds with that of the growth of the population, relieve congestion and prevent scarcity of houses being felt for the time being. More than twenty years ago, when quite a young man, I had occasion to advocate in the columns of the *Hongkong Daily Press* rent-control by the Government as the most efficient means of counteracting or at least arresting the then heavy rise in house rents, as I foresaw that if some such steps were not taken at the time one could not tell what serious proportion the onward march of the rise in rents might not attain. And, in support of my views, a very lengthy article appeared in the same journal a couple of days afterwards by Mr. A. Cunningham, then connected with that journal, but who afterwards became the founder of the *South China Morning Post*. After these long years, it gives me pleasure to note that that hard-working body, the Kowloon Residents Association, whose success is in a great measure due to its indefatigable Secretary, Mr. W. Jackson, also advocated my views, namely, rent-control. I must, however, say that this measure alone is not a solution of the housing problem, but I emphatically say that, of the several questions which it embraces, rent-control is the best, in that the public will be safeguarded against future exploitation by profiteering, if not unscrupulous landlords, because the public is assured of protection; and, working hand-in-hand with development of buildings, it goes far towards solving the housing problem. The only question now remaining is how far the building of houses will meet the needs of the growing population. I am fully aware that the objection to rent-control will be on the ground that it is purely an economic matter. Quite so, but having regard to the fact that the Chinese own, say, nine-tenths or more of the properties in this Colony and that a great proportion of these properties are held by owners not domiciled in Hongkong, it will not affect trade if a rent-control measure is adopted; on the contrary it will keep these people from taking money out of Hongkong.

As to any measure for checking the growth of the population of this Colony it must be borne in mind that its growth owes a great deal to the indiscriminate influx from the mainland and other places of natives, many of whom are undesirable. A measure of that sort will not be against the law, when cognizance is taken of the many cases in which persons are arrested and banished after they have been fairly tried and acquitted in open Court. Although there are several other minor questions connected with the problem, I have purposely abstained from mentioning them as the several measures referred to above are, in my opinion, the main questions affecting it.

Now with regard to the additional rate of 7 per cent imposed on rents by the Government, it will be a great mistake and false economy to oppose it, as it is a small matter in comparison with the extortionate increases in rents made by most of the landlords from time to time. Besides, how can

DAIRY FARM NEWS.

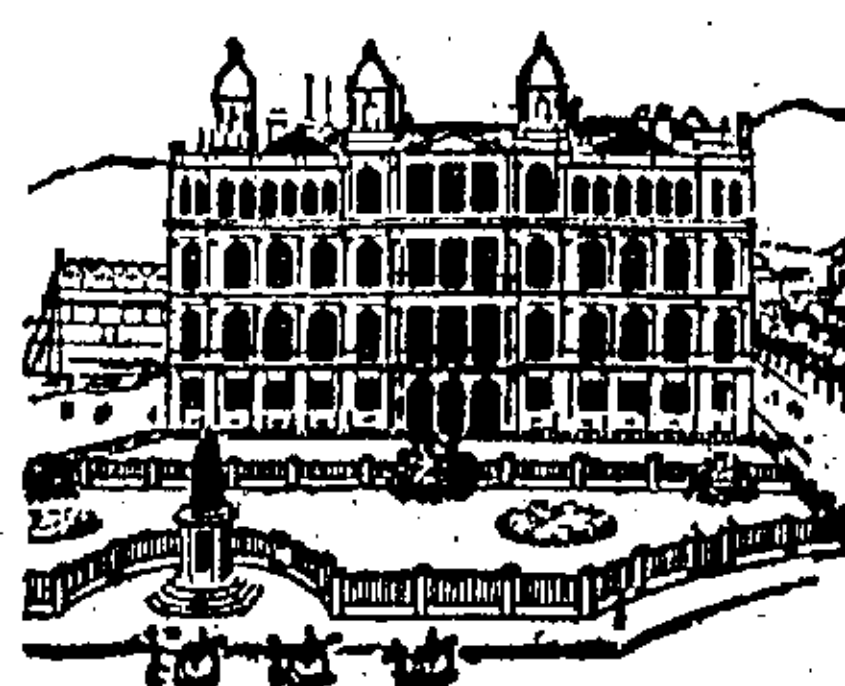
JUST RECEIVED

consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets
Haddocks
Kippers

THE DAIRY FARM, ICE & GOLD STORAGE CO. LTD.



"Once a user of our Paints, always a user of our Paints," is the rule rather than the exception. Our knowledge and experience of the local conditions enable us to offer the very best Ready Mixed Paints for all general purposes.

Paints

Mixed Ready for Use

English Made Packed in 7-lb. tins with handle, and 1-cwt. Drums.

Stocked in Hongkong.

French Grey, Light Blue, Dark Green, Light Green, Black, Light Blue, Dark Blue, Light Purple, Dark Purple, Light Brown, Dark Brown, Lead Color, Sandstone Color, Ivory White.

Also Aluminium Paint in 1-pint Tins.

Sent for Trial Card and Prices to—

Wilkinson, Heywood & Clark, Limited,

(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

the Government help it when it was urged to undertake many an expensive work at a time when its revenue was decreasing? When the additional 7 per cent rate on rent, freely contributed by the public during the late war for Imperial purposes, was abolished it was the landlords who reaped the benefit. There are, however, some landlords who are not only honest but even humane. They are few in number, and I am told, Mr. M. J. D. Stephens is one. If the others prefer not to follow in his footsteps there is the more reason for a rent-control; and, if the Government will see to its being accomplished I am sure the public will heartily contribute twice the rates on rent now being asked, for there will be an end once and for all to the vexatious question of high and oppressive rents.

Yours, etc.
J. M. XAVIER.

Hongkong, May 11, 1921.

DAY BY DAY.

With no loss than four previous convictions against him during the last eighteen months, a boy was this morning sentenced by Mr. Lindsell to six months' hard labour for stealing a silver watch from a compatriot yesterday. The complainant was not aware of his loss until the watch was shown to him by a detective who caught defendant after the theft.

A unique departure in so far as Chinese ideas of the fistic art are concerned will be witnessed this forthcoming Saturday at the New Victoria Theatre where a number of Chinese students and others will demonstrate their ability with the gloves and prove the superiority of the orthodox art over the more peculiar one of the *Chin Woo*. These boxers have been trained by Kid Mariott, the well known local pugilist and Sergeant Gough, of the Police, who are to be commended for their work in thus making boxing acceptable to the Chinese.

The sand and stones that were washed down from the hills on the round-the-island Road by Monday's rains, having been removed, and the road is now open to traffic from both ends viz, Aberdeen and Shauiwan.

The police this morning applied at the Magistracy for the release of two of the men arrested in connection with the murder of a little girl at Au-tau, whose body was found in a swamp. The man retained in police custody is the father of deceased. He is believed to have been responsible for his daughter's death. The hearing of the case was fixed for next Wednesday.

With regard to the report that the s.s. *Laisang* had picked up a German mine on her way from Singapore to Hongkong, it appears that the thing picked up is not a mine but an oil drum with two vapourisers. It has Dutch characters underneath, and to all appearances belongs to the Asiatic Petroleum Company. It was probably used as a harbour buoy and had drifted away.

The device adopted by Mrs. Tidbury, of No. 9 Coronation Road, Kowloon, to detect thefts in her house, was explained at the Magistracy this morning when she charged her houseboy with the larceny of one \$1 note. Inspector Browne said that during the past two months, in which defendant had been in Mrs. Tidbury's employ, Mrs. Tidbury had suffered frequent losses from her cash drawer. Yesterday Mrs. Tidbury took the numbers of all the banknotes she kept in her drawer and later discovered one \$1 note missing. She searched defendant and found on him a note, the number of which corresponded with the number of her own note. On defendant was also found a key, which fitted the lock of the drawer. Defendant was ordered to be whipped and detained for forty eight hours.

J. T. SHAW

TEL. 892

NETTLETON SHOES

MAKE WALKING
A REAL PLEASURE

NEW MODELS JUST RECEIVED

CANVAS

BUCKSKIN

CALF

VICI KID



CANVAS

BUCKSKIN

CALF

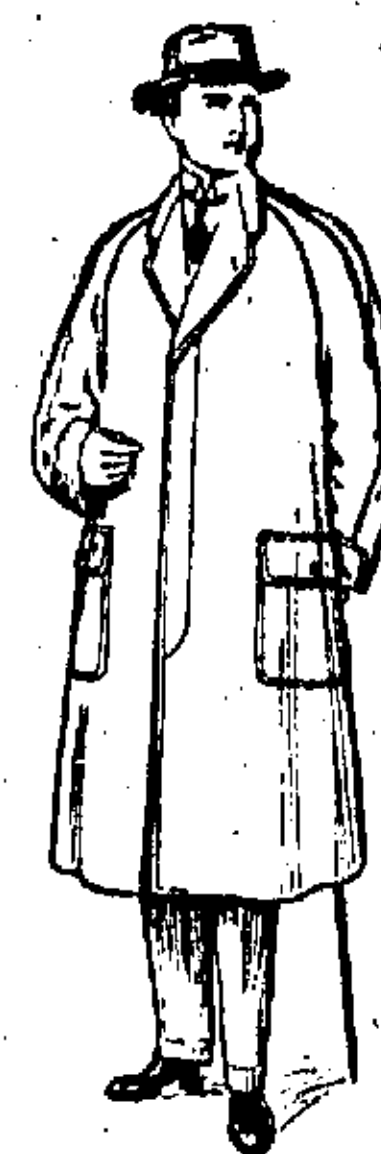
VICI KID

STOCKED IN ALL SIZES.
INSPECTION INVITED
AT THE SOLE AGENT.

SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

Wm. Powell Ltd.

TELEPHONE 3146



We have now a smart range of

GENTLEMEN'S

RAINCOATS

From \$25.00

including the popular
"MATTAMAC"

There are GABERDINES,
RUBBERLESS WATER-
PROOFS and HEAVY RUBBER
COATS that will withstand the
TROPICAL RAINS.

WATERPROOF BOOTS and LEGGINGS

UMBRELLAS in reliable qualities.

NEW MUSIC.

VOCAL SCORE

AND SELECTIONS

From

"IRENE"

The Anderson Music Co. Ltd.

GINS.

Caldbeck's Old Tom and Dry,

Jas. Coult's & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bois Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central.

(Telephone No. 75.)

WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP—2236.

FRENCH LESSONS.

G. MOUSSON,

15, Morrison Hill Road.

OVER-THE-WAISTLINE BLOUSES



*Blouse of White Wash Satin
Embroidered in Burnt Orange*



*Blouse of
Machine
Embroid-
ered White
Hemstitch-
collar
Lawn*



*Ruffled
Peplum
Add Gayety to
Simple Blouses*



*This Embroidered Swiss
Made Model is in a Com-
fortable Midway Style*

Modes of the Moment.

Not all the new blouses have kimono sleeves, but the loose, slip-on effect is retained even when sleeves are set in regulation armholes. Women have found these loose, easy-to-get-into blouses so satisfactory that they refuse to return to the more formal style, with fastening down the center front and a waistline to be adjusted with infinite nicety under the skirt belt. Such blouses are all very well for special occasions when one cares to give every detail of the toilette careful attention, but for the blouse that is slipped on and off hastily and which must make one presentable in a jiffy if necessity arise, the loose, slip-on model remains the favourite.

And no blouse can hope to be fashionable this season that does not descend over the skirt belt. Very large figures do not look well—or trim—in tunic blouses that flare over the skirt at the hip, no matter how trimly the waistline is slashed or belted, but there are plenty of over-the-waistline blouses to be had in neater and more slender effects than the slashed-in tunic, and some of these new styles are presented on today's page.

SASHES TIED LOW

The first requirement of a blouse now is that it shall give a long-waisted figure effect. The chunky short waisted figure is entirely out of style and if one's waistline is not naturally low it must be made to look so by loosening the corset and tying the sash low on the hips. This effect is illustrated in the blouse of white Georgette embroidered with silk dots; the sash is dropped several inches below the waistline and below the belt of the skirt, giving the figure that flat, youthful, long-waisted suggestion that is now considered so desirable. You can see for yourself that— with a blouse of this type—it makes absolutely no difference how loose the corset is worn. In fact, the looser the better, for the flat, uncurved effect of the figure.

This blouse is cut in the kimono fashion and the sash is merely a deep hemstitched hem with projecting ends that tie loosely at one side. Everything depends on the location of this sash (or hem), and if a ready-made blouse is not exactly right for your particular proportions have the sash lifted or lowered to meet your requirements. Elsewhere, there is no particular fit to the blouse; it falls loosely and easily from the shoulder. The sleeves have miniature sashes, or hems, like the edge of the blouse and all the dangling ends are finished with silk tassels—henna coloured to match the embroidered dots on the blouse. The collar imitates the effect of sash and sleeve trimming and is made of two straight, folded strips of Georgette bowed to the rounded neckline. At the right back the collar divides and has button-trimmed and tasseled corners like those at the left front. Some space has been given to the description of this collar for it is especially smart and not difficult to copy if one knows how.

WITH OR WITHOUT COLLARS.

Some of the new blouses have turned down collars of one sort or another, and some are quite

guiltless of collars. One may follow one's own choice in this matter—and suit one's own type of throat. Usually the more years, the more collar is a good rule. Only a young, flawless neck can stand a perfectly plain decolletage in a blouse. A crepe de chine model pictured has a slashed and sailor collar effect, the straight, small collar being sewed (by hemstitching) straight across the top of the blouse and then turned back with the slashed fronts of the blouse. The edges of the slash are finished with a piping and the slash is held together by a tiny, tailored bow made of the braid that trims the blouse.

Many of the new blouses are trimmed with narrow, fancy braid of this sort, or with narrow picot edged ribbon. Sometimes velvet ribbon is used. The pictured blouse is of pearl gray crepe de chine with braid in mauve and silver. The gay little peplum which adds so much style to the straight, tunic model, are circular and ripple without being gathered. Many of the spring blouses are of crepe de chine, and pearl gray is a favoured shade. These slip-on models are so easy to make and so delightfully easy to get into that every woman may have three or four in becoming tints, for wear indoors with separate skirts. If the front of the blouse is not slashed, an opening may be made at one shoulder and fastened with invisible snaps. A few of the new blouses button down the back, but the shoulder opening is so convenient, and so easy to adjust one's self that most women prefer it.

MACHINE EMBROIDERY FOR TRIMMING

Swiss embroideries are coming out in the loveliest new patterns, some of them showing softly blended colours; and Swiss made blouses are very fashionable. One of these blouses in organza, and cut on loose middy lines is pictured. Machine embroidery in glowing colours is applied to the front; under the slashed edges are facings which turn back with the sailor collar, and in a square motif which has no reason whatever for being except Fashion's whim. The blouse is tucked at either side of the front and a deep yoke runs across, projecting down at the centre to meet the embroidery motif. No hemstitching on this model—it seems to have been avoided on purpose. The seams are double-turned and stitched flatly and the yoke is outlined with feather-stitching.

Another new lingerie blouse—or tub blouse as all models not made of silk are called—is machine embroidered in chainstitch, and hand embroidered motifs have been added on vest and peplum. The front is slashed out in a V that extends below the sash, a long, narrow vest filling in the space and giving a square neckline. Groups of pintucks run down from each shoulder to break a too plain effect across the front. The neckline is absolutely plain but one guesses a string of beads in bright colour worn with this blouse. The sash is made of rather narrow ribbon and has twin ends, with loops falling at either side of the waistline.

SHEER LINEN FOR DISTINGUISHED BLOUSES

Some of the most beautiful blouses of the season are of sheer handkerchief linen, or linen lawn as it is sometimes called, and these models are exquisitely trimmed with encrustations of fillet or Irish lace and are set together with hand stitching, or with hemstitching. There are slip-on models, and models that fasten at the front or at one side and have collars and graceful jabots edged with the lace. But in most instances the blouse continues below the skirt even when the skirt belt is placed over it; and some sort of fanciful belt or sash elongates the waistline. Sashes of Roman stripe faille ribbon, tied at one side in a short-looped, short-ended bow, are liked with tub blouses, or one may have a sash of double-faced satin ribbon with a contrasting colour on the reverse side. The high-waisted skirt coming up over the blouse and bisecting the figure slightly below the bust line is absolutely out of fashion. Either the blouse must fall over the skirt, or a sash, tied low and loosely must give the long-waisted effect. Nothing was so ugly—on most figures—as the raised skirt belt which made even the slim woman look chunky and which was cruel to mature figure lines, and every woman should be thankful that the style has gone out.

SPORT BLOUSES DAINTY AS OTHER SORTS

If you like mannish shirts you may wear them; soft silk or linen shirts with link cuffs and negligee collars turned over a trim four-hand tie. But more feminine blouses of the slip-on type are permissible for sport wear this season. Two dainty models are pictured. One is a simple little affair of white wash satin embroidered around the slashed neckline and slashed sleeve with burnt orange. The other is a stunning novelty silk blouse, perfectly plain as to neck and sleeves and drawn in at a low waistline under a flat belt laced at either side.

NOTIONS.

Umbrella tops usually slit on the folds long before the frame wears out. Recovering is rather expensive, but the life of an umbrella top can be prolonged 50 per cent by home mending.

Use adhesive tape or tailor's mending tissue according to the weight of the material of which the top is made. Open the umbrella wide enough to work easily but do not stretch. Adjust the tape or tissue to the under side, pulling the edges of the slit evenly together.

CHILDREN'S CLOTHES THAT SAVE WORK.



Warm days are here—melancholy days for the mother who tries to keep a sturdy youngster of three or four in clean clothes. The little two piece suit above is easy to launder and easy to make. For a stroll on a bright afternoon dotted Swiss muslin is quite the thing. It is quite fetching if trimmed in blue ribbon, Irish crochet lace, with a hat to match.

DRYING THE HAIR.

"Let me dry your hair and I do not care who washes it," a hairdresser said.

Her drying consists in rinsing well with hot water—hot mind you, never with cold water—and then of a thorough shaking out. Very patiently she lifts and shakes the hair until it is dried through and through so that each hair lies smooth and separate with not a suggestion of stringiness. When the hair is dried it must be ventilated, and this is done by lifting it from the head and shaking it in the air.

THE NEED OF CHANGE

Women who wear their hair always one way are the ones whose hair needs ventilating most. The hairpins come always in the same place, the coil is in the same place, and the poor scalp is irritated by this unchanging treatment. There are women who cannot change their style of hairdressing without suffering from a headache. The scalp becomes sore on making the change. This means that the hair is being dressed too tightly and that the roots are being badly treated. The head should never feel irritated, no matter how often the style of hairdressing is changed.

FASHION NOTES.

For a young and vivacious face there is no prettier setting than the wide hat which is trimmed with softest lace, which hangs an inch or two below the brim in front and at the same time passed on the under brim from ear to ear, daintily outlining the chin in the same way as the austere headdress of a nun does.

Narrow ribbon and twisted silk worked crosswise, lattice fashion, is a very popular trimming on advance spring models. Blouses and frocks have lattice insets; boudoir caps and jackets are similarly ornamented; while a child's frock was charmingly effective in pink crepe de chine with about two inches of open lattice work round the bottom of the skirt.

A very charming and simple hair ornament for a young girl can be worn as follows:—

A sapphire blue satin ribbon, about 2½ inches wide, worn low down on the forehead and tied at the back in a flyaway bow in which loops of hair appear to be twisted, though it would look equally well tied just in a simple butterfly bow.

The ribbon embroidered in the centre with steel beads and silver thread, and small silver crescents fixes it to the hair just behind each ear. The idea would be very charming for the adornment of a bobbed head.

LET'S HAVE WOOL IN BALLS.

How much time do the women knitters of the fashionable hand-made wool stocking spend winding yarn into balls.

English women are instigating a campaign designed to compel yarn manufacturers to wind wool into balls instead of skeins. The women figure the heel or toe of a stocking could be turned in the time it takes to hand-wind the yarn which is now universally sold in skeins.

GIRL'S DRESS IN CONTRASTS.



The dress illustrated attracts by its naive combination of contrasting materials—finely checked tissue gingham in rose pink and organza in lemon colour. Narrow ruffles serve as an interesting decorating motif and add a touch of daintiness.

FASHION NOTES.

The newest wristlet watch is a queer affair, for it hides itself so effectually from view that it is necessary to take the bracelet which holds it off the arm before one can tell the time. The flexible bracelet, of pearls and precious stones, has for decoration an oblong plaque also thickly encrusted with jewels, and on the underside of this plaque next to the arm is the watch.

Have you come across those charming little evening vanity cases which are no more than two inches across, and which swing on a long velvet loop from the wearer's arm? They are just small round purses, covered completely on one side with a flower, either coloured or of golden or silver tissue, and on the other by a mirror framed with velvet ribbon. Some girls attach them by a short length of ribbon to the fan.

NOTICE.

AMERICAN EXPRESS COMPANY.

Established
America 1841 Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NICE
ATHENS	GOTHENBURG	OSTEND
BARCELONA	HAMBURG	PARIS
BASLE	HAVANA	PETROGRAD
BERLIN	HAVRE	RIO DE JANEIRO
BORDEAUX	KOBÉ	ROTTERDAM
BREMEN	LIVERPOOL	ROME
BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CAIRO	MANCHESTER	STOCKHOLM
CHRISTIANIA	MARSEILLES	TORONTO
COBLENZ	MONTVIDEO	VALPARAISO
COPENHAGEN	MONTREAL	WINNIPEG
EDINBURGH	NAPLES	YOKOHAMA
GENOA		

In Process of Organization.

ALEXANDRIA	PEKING	TIENSIN
BOMBAY	SINGAPORE	WARSAW
CALCUTTA		

SHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

- Financial, Transportation and Travel Service.
- Advice on Packing, Shipping Routes, Foreign Custom Requirements.
- Credit Information, Market and Trade Reports.
- Financing of Imports and Exports.
- Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.
- Bills of Exchange negotiated and collected.
- Mail and Cable Payments effected.
- Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER,
Hongkong.

LITTLE FOLKS' CORNER.

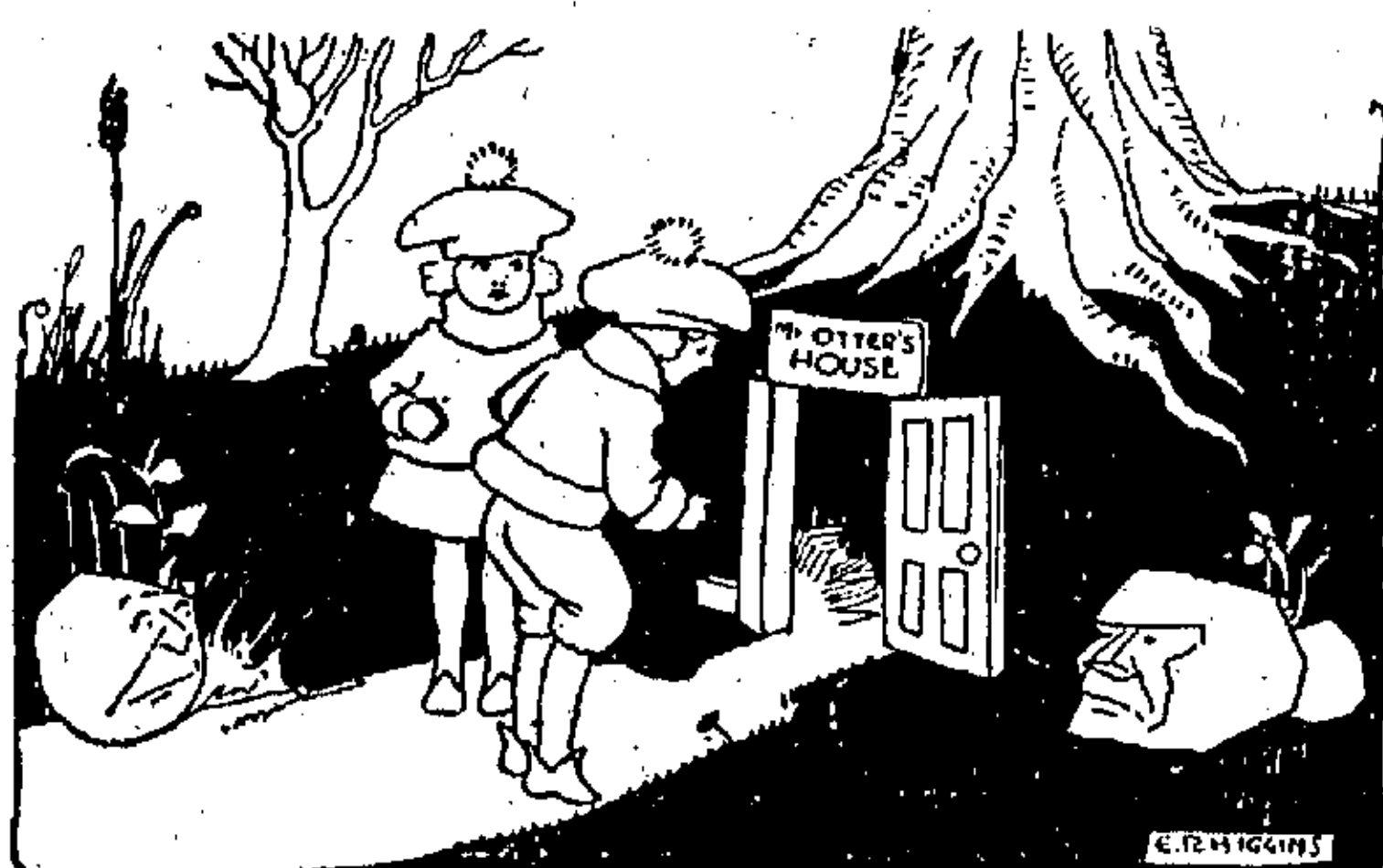
ADVENTURES OF THE TWINS.

OBADIAH OTTER.

Something happened to the little Otter boy one day, the day after Markie Mushrat lost the skin of his tongue. Scribble Scratch noticed that his seat in the Meadow Grove school was empty, and he sent the twins to hunt him up. "Tell Mrs. Otter that her son, Obadiah, is absent, and that he's as poor in spelling he shouldn't miss a day," said that fairyman. "He never puts an 'L' in salmon and puts two in salamander."

Off trotted the two faithful little helpers, willing as usual to do what they could for their kind fairy friend.

It was very cold, but really in their warm sweaters and tams the twins didn't feel it a bit, and soon they arrived at Mrs. Otter's house, deep under the roots of an old willow tree where the waters of Ripple Creek had conveniently hollowed it out during flood time. How diffe-



Soon they arrived at Mrs. Otter's house.

ent it was from the place Bud Beaver lived, where the walls of the round mud house were two feet thick, and the door hidden under water like the nest of a clucking hen.

Mrs. Otter's front door was wide open, and the twins didn't even have to knock.

"Good morning, where's Obadiah?" they asked politely. "He isn't at school!"

Mrs. Otter stopped making fish-balls for lunch and came out. "No, I know he isn't," she said. "And he won't be until he's learned a lesson that I'm teaching him. I told him to do his fishing in Ripple Creek, for it never freezes over, but it didn't he disobey me and go to the pond! While he was in there fooling round, night came on and the water froze over. He's in there yet. If you like, you may break a hole and let him out."

The little folks rescued the Otter boy and took him back to school.

(To be continued to-morrow.)

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day:—

Vessel	Agents	From	Mooring
Borneo Maru	Nanyo S. N.	Batavia	B 22
Shofu Maru	K. K. Seug	Bangkok	B 47
Tjililit	J. C. J. L.	Java	B 12
Kujo Maru	O. S. K.	Swatow	Wharf

Clearances.

Vessel	Agents	Where Bound	Departure.
Knaping	Sing Kee	Pakhoi	10th May.
Glenfalloch	S. S. Hong	Amoy	
Luchow	B. & S.	Swatow	
Borneo	J. C. J. L.	Haiphong	
Amazon	M. M. & Co.	Saigon	
Jinsho Maru	Wo Hing	Myko	11th

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Huiching	D. L. Co.	Foochow	11th May
Washing	J. M. Co.	Tsingtau	11th
West Jester	P. W. Co.	Victoria	12th
Takada	P. W. Co.	Calcutta	12th
St. Albans	P. & O.	Japan	12th
Huangsang	J. M. Co.	Swatow	12th
Shidzuoka M.	N. Y. K.	Japan	12th
Hailong	J. M. Co.	Foochow	13th
Longgang	J. M. & Co.	Manila	13th
Arenson A.	P. & O.	Shanghai	13th
Sunchoy	B. & S.	Shanghai	13th
Wytheville	Ad. Line	New York	13th
Luisang	J. M. Co.	Calcutta	14th
Persia M.	T. K. K.	San Francisco	14th
Wentchee	Admiral Line	Seattle	14th
Grenada	J. C. J. L.	San Francisco	14th
Wentchee	Ad. Line	Manila	14th
Suiyang	B. & S.	Tsingtau	14th
Tjikini	J. C. J. L.	Shanghai	14th
Chinkiang	B. & S.	Shanghai	14th
Seio M.	T. K. K.	American Ports	15th
Kirin M.	N. Y. K.	Japan	15th
Melville Dollar	N. Y. K.	New York	15th
Nagoya	P. & O.	London	16th
Nippon	D. & Co.	Shanghai	16th
Bowes Castle	D. & Co.	New York	16th
Tjondari	J. C. J. L.	Java	16th
Kamo M.	N. Y. K.	London	16th
E. of Japan	C. P. S.	Vancouver	17th
Penn M.	N. Y. K.	Panama	17th
Huiching	D. L. Co.	Foochow	17th
Szechuen	B. & S.	Pukow	17th
Chippahing	J. M. Co.	Tientsin	17th
China	C. M. Co.	San Francisco	18th
Lukang	J. M. Co.	Hoihow	18th
Persia	D. & Co.	Brindisi	18th
Suway	B. & S.	Shanghai	18th
Tydeus	B. & S.	Glasgow	20th
Muroran M.	N. Y. K.	Japan	20th
Awa M.	N. Y. K.	American Ports	21st
Tango Maru	N. Y. K.	Japan	22nd
Tjima M.	N. Y. K.	Singapore	22nd

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Bowes Castle	Barber Line	New York	11th May
Shidzuoka M.	N. Y. K.	Singapore	12th
E. of Japan	C. P. S.	Shanghai	12th
Katuna	Bank Line	New York	13th
China	C. M. Co.	Singapore	13th
Kirin M.	N. Y. K.	Singapore	14th
Benduran	Gibb, L. & Co.	Singapore	14th
Kamo M.	N. Y. K.	Kobe	14th
Melville Dollar	H. D. Co.	Singapore	14th
West Jester	P. W. & Co.	Seattle	15th
Bellerophon	B. & S.	Suez	16th
Anchises	B. & S.	Suez	18th
Muroran M.	N. Y. K.	Calcutta	19th
E. of Asia	C. P. S.	Yokohama	19th
Gleugle	J. M. Co.	Europe	19th
Gleugle	J. M. Co.	Europe	19th
Aberdeen	Admiral Line	Shanghai	22nd
Edmore	Admiral Line	Shanghai	23rd
Taiyo M.	T. K. K.	Shanghai	23rd
Kujo Maru	N. Y. K.	London	25th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be in by	Examination Date
Benvenue	G. L. Co.	Kowloon	May 14	May 21	May 14
Persia M.	T. K. K.	T. K. K. G.	May 15	May 30	May 17
Machuan	D. & S.	Holt's	May 16	May 30	Tues. & Fri.
Panama	M. & R.	Holt's	May 17	May 15	May 12

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	Suiyang	12th May
Straits	Shidzuoka Maru	12th
U.S.A., Canada, Japan & Shanghai	Empress of Japan	12th
Europe via Suez (Letters & Newspapers only London 7th & 14th April.)	China	13th
Japan & Shanghai	Kamo Maru	14th
Calcutta & Straits	Kirin Maru	14th
Shanghai	Szechuen	14th
Japan & Shanghai	West Jester	15th

OUTWARD MAILS.

For	Per	Date
Japan	St. Albans	Thurs., 12 inst., 10.30 a.m.
Swatow, Shanghai & N. China	Huangsang	Thurs., 12 inst., 11 a.m.
Straits, Bangkok, Calcutta & Aden	Takada	Thurs., 12 inst., 12.30 p.m.
Shanghai & North China	Machuan	Thurs., 12 inst., 3 p.m.
Swatow	Hydrangea	Thurs., 12 inst., 4 p.m.
Foochow	Tai Lee	Thurs., 12 inst., 4 p.m.
Philippine Islands	Teucer	Thurs., 12 inst., 5 p.m.
Japan	Benvenue	Thurs., 12 inst., 5 p.m.
Shanghai & N. China	Shanghai	Thurs., 12 inst., 5 p.m.
Amoy, Amoy & Foochow	Amoy	Thurs., 12 inst., 5 p.m.
Swatow, Amoy & Foochow	Amoy	Thurs., 12 inst., 5 p.m.
Philippine Islands	Hailong	Fri., 13 inst., 11 a.m.
Dairen, Japan, Honolulu, Canada, U.S.A., Central & South America & Europe via San Francisco	Loong Sang	Fri., 13 inst., 2 p.m.

For	Per	Date
Shanghai & N. China	Chinkiang	Satur., 14 inst., 1 a.m.
Amoy	Teau	Satur., 14 inst., 1 p.m.
Straits, Bangkok, Calcutta & Aden	Lai Sang	Satur., 14 inst., 2 p.m.
Shanghai & North China	Suiyang	Satur., 14 inst., 3 p.m.
Swatow	Phuempeth	Satur., 14 inst., 5 p.m.

For	Per	Date
Straits, Bangkok, Ceylon, Mauritius, L. Marquesas, South Africa, India, via Dharmahundi, Bombay, Aden, Egypt & Europe via Marseilles	Nagoya	Satur., 14 inst., 5 p.m.

The Parcel Mail will be closed on Saturday, 14th inst., at noon.
Japan, Honolulu & San Francisco ... Seio Maru ... Sun., 15 inst., 9 a.m.
Swatow, Amoy & Keelung ... Kajo Maru ... Sun., 15 inst., 9 a.m.
*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)

CAPITAL ... U.S. \$4,000,000.
SURPLUS & UNDIVIDED PROFITS ... U.S. \$1,489,000.
HEAD OFFICE: NEW YORK, U.S.A.
BRANCH: SAN FRANCISCO
HEAD OFFICE FOR THE ORIENT: SHANGHAI.
BRANCHES: CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENSIN.

All Descriptions of banking business transacted.
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or France.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.
Payable throughout the world.
D. M. BIGGAR, Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$60,000,000.
Paid up Capital, 12,278,800.00
Reserve Funds, 7,796,023.00

HEAD OFFICE: PEKING.

HONGKONG BRANCH: 20/21 Connaught Road Central. Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annum

TSUYEE PEI
Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—No. 2, Queen's Road Central, HONGKONG.
Established 1910.

PAID-UP CAPITAL: \$2,000,000.00
RESERVE FUND: 500,000.00

DIRECTORS:

Mr. Fong Wai Ting, Chairman.
Mr. Chow Shun Son, Mr. Kan Ying Kong,
Mr. Li Koon Chun, Mr. Huk Ching Kong,
Mr. Fung Yung Shan, Mr. Wong Yung Tong,
Mr. R. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Ching Lok, Mr. Kan Chin Nam.

Chief Manager, Mr. Ken Tong Yu.
Asst. Manager, Mr. Li Tai Fong.

BRANCHES & AGENCIES:—LONDON, SHANGHAI, KOBÉ, YOKOHAMA, NAGASAKI, SINGAPORE, HANKOW, MANILA, BATAVIA, SOERABAYA.

London Bankers:—The London Joint City and Midland Bank Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN JUNG FU, Chief Manager.

Hongkong, October 1st 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Eastern Concession.

DOMESTIC & FOREIGN BANKING. SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at Rates 2%, 4%, 5%, respectively.

J. USING LY, Manager.

Hongkong, 10th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: Alexandria Buildings, Canton Road, General Banking and Exchange business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The bank also conducts a savings department.

K. C. LAU, Chief Manager.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.
HEAD OFFICE HONGKONG.

Paid-up Capital ... \$ 4,000,000
Reserve Funds:—
Sterling ... £2,500,000
Silver ... \$21,500,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:
G. T. M. Edkins, Esq., Chairman.
G. M. Dobson, Esq., Deputy Chairman.
D. G. M. Bernard, Esq., Hon. Mr. A. O. Lang,
Hon. Mr. S. Gubbay, Esq., Hon. Mr. E. V. D. Pary,
Hon. Mr. P. L. Honyak, W. L. Patterson, Esq.,
T. A. Plummer, Esq., A. H. Compton, Esq.

Chief Manager:—
Hon. Mr. A. G. STEPHEN
Manager Hongkong ... A. H. Barlow, Esq.
Acting Manager Shanghai ... G. H. Pitt, Esq.

LONDON COUNTY BANKERS:
LONDON COUNTY BANKERS
& FARR'S BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 26th February, 1920.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed on the minimum monthly balances at 3% per annum. For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

PAID-UP CAPITAL: £2,000,000
RESERVE FUND: £2,500,000
RESERVE LIABILITY OF PROPRIETORS: £2,000,000

FOR FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, 1st January, 1914.

BANK OF CANTON LIMITED.

HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 3 Months 3% per annum
For 6 Months 4% per annum
For 12 Months 4% per annum.

LOOK POON SHAN, Chief Manager.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1880

Capital (fully paid up) ... ¥ 1,000,000.00
Reserve Fund ... ¥ 25,000,000.00

HEAD OFFICE, YOKOHAMA.

Branches and Agencies at: Batavia, Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted.

V. MARNOT, Acting Manager.

Hongkong, October 21st, 1918.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 15, Gracechurch Street, London, E. C. 4.

Authorized Capital ... £5,000,000
Subscribed Capital ... £1,000,000
Paid Up Fund ... £1,000,000
Reserve Fund ... £1,000,000

BRANCHES:—The Bank of England, The London Joint City & Midland Bank, Ltd.

Branches:—Bombay, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Madras, Manila, Peking, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Every description of Banking and Exchange business transacted.

</

PACIFIC SHIPPING.

CP O S

HONGKONG to VANCOUVER.

via Shanghai, Nagasaki ("Mojji") Kobe & Yokohama.

Ship	From	Due
EMPEROR OF JAPAN	May 17	June 7
EMPEROR OF ASIA	May 26	June 15
* MONTELEONE	June 14	July 6
EMPEROR OF RUSSIA	June 23	July 11
EMPEROR OF JAPAN	July 13	Aug. 3
EMPEROR OF ASIA	July 21	Aug. 8

THREE TRANSCONTINENTAL TRAINS DAILY

Sleeping Car Reservations arranged

CONNECTING STEAMERS

CANADA to LIVERPOOL.

Ship	From	Due
METACAMA	June 16	June 25
EMPEROR OF FRANCE	June 21	June 28
METACAMA	July 15	July 24
EMPEROR OF FRANCE	July 19	July 26
EMPEROR OF FRANCE	Aug. 13	Aug. 20

Allotment of accommodation on these steamers held

here and through tickets issued. Early application

necessary. Other sailings to London, Southampton,

Glasgow, Antwerp and Havre. For fares apply to

HONGKONG OFFICE.

(Telephone 792. Cable address: GACANPAC

CANADIAN PACIFIC OCEAN

SERVICES, LTD.

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
* PERSIA MARU	9,000	May 14th, 10.30 a.m.
TAIYO MARU	22,000	May 27th
SIBERIA MARU	20,000	June 10th
TENYO MARU	22,000	June 21st
KOREA MARU	20,000	July 1st
SHINYO MARU	22,000	July 16th

* Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,

MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.

SEIYO MARU	14,000	May 15th
RAKUYO MARU	17,500	June 10th
* CHOYO MARU		July 11th

* Cargo only.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO NEW YORK & BALTIMORE.

"LORETTA" 1st June.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU.)

* "WEST CARMONA" 22nd May.

TO VANCOUVER & SEATTLE (via MANILA).

* "WEST ISON" 25th May.

* Also, cargo accepted for Transshipment at San Francisco

and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE—1 floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
5,000 tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
May 18th.	June 15th.	July 13th.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING"	June 4th.
----------------	-----------

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE"	S.S. "CHINA"
June 25th	22nd July.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

PACIFIC SHIPPING.



DOLLAR

LINE



SAILINGS FROM HONGKONG

FOR NEW YORK.

STEAMERS. SAILING DATE.

"MELVILLE DOLLAR" ... VIA PANAMA ... MAY 17TH.

"M. S. DOLLAR" ... VIA SUEZ ... JUNE 10TH.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... MAY 17TH.

Through Bills of Lading issued to all Over Land Common Points in

the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 792.

THIRD FLOOR 795.



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

FOR MANILA.

S.S. Wenatchee ... Sailing May 14th.

VICTORIA, VANCOUVER, SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong. Arrive Seattle.

S.S. Wenatchee	May 21.	June 10.
Edmore	May 24.	July 10.
Edmore	June 20.	July 25.
Wenatchee	July 25.	Aug. 16.
Keystone State	Aug. 13.	Sept. 2.

FOR PORTLAND DIRECT.

Calling Kobe & Yokohama.

S. Abercos ... For Manila ... May 23.

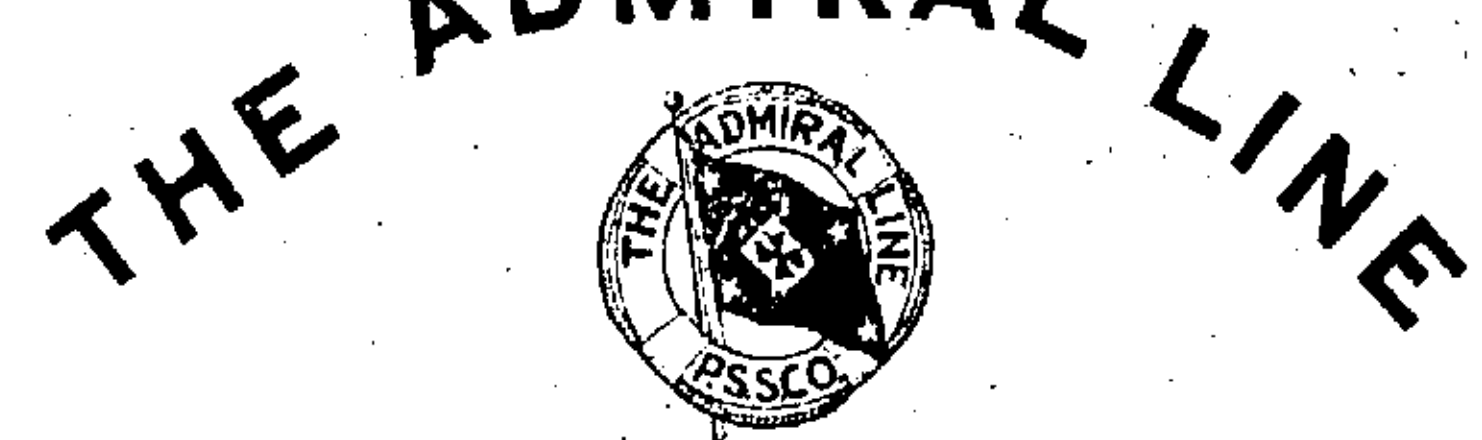
Abercos ... Shanghai, Kobe and Yokohama ... June 2.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE ONAWA	May 25.
GLYMONT	June 20.

Through bills of lading issued to all United States,

Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

THE ADMIRAL LINE,

5th, FLOOR HOTEL MANSIONS BUILDING.

Tel. Add.: Admiralline. Telephone 2477 & 2478.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

WYTHEVILLE About May 13th.

WYNYAH About June 2nd.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

Singapore, Belawan-Deli direct.

This vessel offers excellent cabin-accommodation for saloon

passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574. Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong:

"KNIGHT COMPANION" ... via Panama Canal ... 27th May.

"CITY OF SHANGHAI" ... via Suez Canal ... 5th June.

"CITY OF MADRAS" ... via Suez Canal ... 15th June.

Calls at Boston:

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

T. K. K.

TOYO KISEN KAISHA.

S.S. "TAIYO MARU"

(ex S.S. "Cap Finisterre")

Sailing Friday May 27th.

FOR

Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco.

Tonnage: 22,000 Displacement: 14,503 Gross

Eight Passenger Decks, Elevator, Porcelain Tiled

Swimming Tank, Winter Garden, etc., etc.

Passenger Accommodation unsurpassed on the Pacific.

For particulars, reservations, etc.

Apply to

Y. TSUTSUMI,

Manager.

Tel. 2374 & 2375. King's Building.

VERNEEIGDE NEDERLANDSCHE SCHEEPVAART

MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
ALCOR	June	Rotterdam & Hamburg	8th June.
ALCHIBA	July	Amsterdam & Hamburg	10th July.
BRIELLE	August	Rotterdam & Hamburg	10th Aug.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

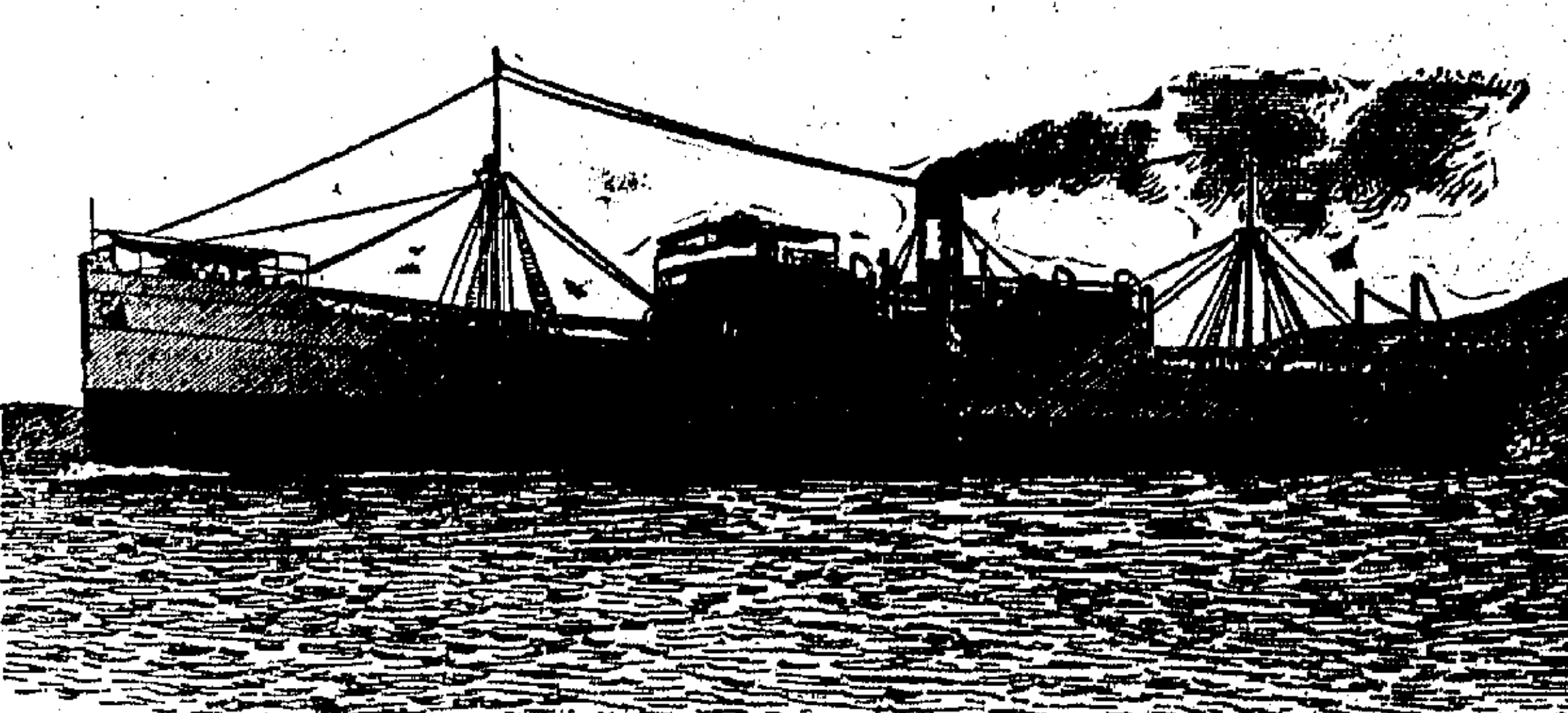
"TELEGRAPHIC ADDRESS" "MANIFESTO" [HONGKONG]

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NAGOYA	7,000	16th May	M'les, London & Antwerp.
PLASSY	7,400	11th June	M'les, London & Antwerp.
DELTA	8,000	25th June	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	12 May 10 a.m.	Calcutta via Singapore, Penang & Rangoon.
--------	-------	----------------	---

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	5,000	25th May	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
------------	-------	----------	---

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	5,000	12 May noon	Moji, Kobe & Yokohama
ATIRATOON A.	4,500	13th May	Japan via Shanghai
PLASSY	7,400	25th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Par-tele Message not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO
22, Les Vaux Road Central. Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Omitting Manila) Tues., 31st May at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

KAMO MARU ... Monday, 16th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Monday, 23rd May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Panama.

TOBA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Saturday, 21st May.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU ... Sunday, 22nd May.

CALCUTTA & RANGOON via Singapore & Penang.

NAGATO MARU ... End of May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHIZUOKA MARU ... Friday, 13th May, at 11 a.m.

KIRIN MARU ... Sunday, 15th May.

MURORAN MARU ... Friday, 20th May.

KAGA MARU ... Thursday, 26th May, at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.**JAVA-CHINA-JAPAN LIJN.**Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Java	in port	14th May	Shanghai
Tjisondari	San Francisco	in port	16th May	Java
Tjiuwong	Shanghai	25th May	28th May	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Corontolo	Java	13th May	14th May	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.Regular Sailings to:
NEW YORK and/or BOSTON.**S.S. "BOWES CASTLE"**Sailing on or about 16th May.
Via Suez or Panama Canals at Owner's Option.**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" Sailing on or about 19th May.

FOR SHANGHAI.

S.S. "NIPPON" Sailing on or about 16th May.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.Regular Passenger and Cargo Service to
South African Ports from Calcutta & Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.,

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA via Manila	In Port	

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG... "KATUNA" 25th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"GLENLYLE"	19th May.
"GLENOGLE"	21st May.
"GLENNAVY"	10th June.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENIFFER"	24th May.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 13th May.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

el. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Hangsang	Thur., 12th May at noon.
MANILA	Loongsang	Fri., 13th May at 3 p.m.
STRAITS & Calcutta	Laisang	Sat., 14th May at 3 p.m.
TIENTSIN	Chipsang	Tues., 17th May at d'light.
HAIPHONG via Hoihow	Loksang	Wed., 18th May at 9 a.m.
BANGKOK via Swatow	Chunsang	Tues., 21st May at noon.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about Saturday, 14th May, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Soochow	13th May at d'light.
SHANGHAI	Chinkiang	14th May at noon.
SHANGHAI & TIENTSIN	Suiyang	14th May at 4 p.m.
SHANGHAI & PUKOW	Szechuen	17th May at noon.
AMOY & SHANGHAI	Sunning	19th May at noon.
H'HOW, P'HOI & H'PHONG	Ka'long	22nd May at 9 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong May. 10, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	A. H. Stewart	WED., 11th May at 11 a.m.
Hailoong	W. Couper	FRI., 13th May at noon.
Hailong	W. C. Passmore	TUES., 17th May at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service.

between
JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing Beginning June.

FOR JAPAN.

Ports of call:—Mojji, Kobe and Yokohama.

S.S. "Borneo Maru" ... Sailing on or about 15th May.

S.S. "Cheribon Maru" ... Sailing on or about 2nd June.

All steamers have excellent passenger accommodations, and are fitted throughout with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to:—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

IN LIQUIDATION.
The Central China Wharf & Godown Company, Ltd. has gone into voluntary liquidation.**MOTOR LIFEBOATS.**

Two motor lifeboats, each to hold thirty-six people and carrying wireless apparatus, are now carried on the White Star liner Olympic.

SAN FRANCISCO'S STATUS.

San Francisco stands fourth in importance among the ports of the United States, being exceeded only by New York, Boston and Philadelphia.

PROPOSED ICHANG-CHUNGKING SERVICE.

It has recently been reported that Japanese residents in Chungking, Szechuen, China, are arranging to open a Japanese shipping service between Ichang and Chungking.

CLYDE SHIPBUILDING OUTPUT.

The Clyde shipbuilding output for March amounted to 30 vessels, totalling 56,226 tons. The first three months productivity of 153,854 tons is a record for the first quarter of a year, but the outlook, nevertheless, is not promising.

WOODEN STEAMER'S VALUE.

In the Faculty Hall, Glasgow, the wood screw steamer Dagmar, of Trondhjem (as she lay at Stornoway), was exposed for sale at £1,000. No offers were received. When this vessel was first put up, about a month earlier, the price was £8,000.

SHIPBUILDER'S WORLD TOUR.

Taking advantage of the present quiet time in shipbuilding circles, Mr. Trevelia Clarke, representing Messrs. Swan, Hunter, and Wigham Richardson and Co., Newcastle, has left Liverpool for what will resolve itself into practically a tour of the world. Mr. Clarke, who, in addition to his interest in the shipbuilding firm mentioned, is managing director of the North Ireland Shipbuilding Co., Londonderry, explained that it was his intention to call on business friends abroad with whom the firms he represents have been in business touch for many years.

FAIRFIELD SECRETARY'S JUBILEE.

Fifty years ago Mr. George Strachan, secretary and director of the Fairfield Shipbuilding and Engineering Company, Govan, entered the service of the fore-runners of the present firm as a jacket boy. Now his jubilee is to be recognised in an official way. Born in the burgh of Govan, now part of the city of Glasgow, Mr. Strachan has all along confined his activities chiefly to the commercial side of Fairfield. On more than one occasion he has been asked to enter the spheres of municipal and Parliamentary politics, but these invitations he has invariably declined. As one of the trustees, however, he took a prominent part in the erection of the Pearce Institute, which proved a valuable memorial of the late Sir William Pearce, and is a leading centre in the social life of the great shipbuilding suburb.

CENTENARY OF BIBBY LINE.

This year the Bibby Line, one of the oldest established steamship lines of the United Kingdom, attains its centenary. As a matter of fact, the firm was engaged in shipping as far back as 1807, five years before the first British steamboat was launched, but it was not until 1821 that a regular service was operated. It may, therefore, justly be claimed to be one of the oldest shipping companies in the world. The first venture (by the late Mr. John Bibby) was a fleet of small sailing coasters, which ran from Liverpool to the year 1821 as above stated and saw the establishment by the firm of a regular line of ships from Liverpool to the East Indies. Thirty years later the firm entered the steam trade with the Tiber and Arpo, built on the Clyde. In 1859 the building of the Bibby steamers was entrusted to Messrs. Harland and Wolff, and from then onward to the present every succeeding vessel has been constructed by the Belfast shipbuilding firm. The Liverpool, Colombo and Rangoon service was inaugurated in 1891 by the Yorkshire and Lancashire (sister-ships), and to-day this service is still in operation, the following steamers constituting the present fleet:—Derbyshire, 6,776 tons; Herefordshire, 7,193 tons; Dorsetshire, Diesel driven, 8,000 tons; Warwickshire, 8,012 tons; Leicestershire, 8,059 tons; Gloucestershire, 8,124 tons; Oxfordshire, 8,624 tons; Yorkshire, 9,220 tons; Lancashire, 9,445 tons. An addition will shortly be made to the fleet, a further steamer, the Somersetshire, now being built at Belfast.

WEATHER FORECASTS.

Mr. T. F. Claxton's Mission

Mr. T. F. Claxton, the Director of the Hongkong Royal Observatory, who returned to the Colony yesterday from a conference with the chiefs of other weather bureaux of the Far East, brings a favourable report of his mission, and in particular of the cordial reception which he met with at all the stations he visited.

Mr. Claxton, it may be stated here, undertook the journey at the suggestion of the Hongkong Chamber of Commerce, with the view to coming to an arrangement with the other weather stations of the Far East for the adoption of uniform methods in weather observations and the acceleration of the receipt of weather telegrams in regard to which some improvements had been called for and urged by the Chamber of Commerce.

Mr. Claxton first arrived at Shanghai where he had a consultation with Father Froc, the Director of the local Observatory, on several points in connection with the various weather bureaux in the Far East. Father Froc was very sympathetic to the various views put forward by Mr. Claxton, who, after this interview, proceeded on his way to Japan where he was brought into contact with the authorities of the Tokyo Observatory and the new station at Kobe. The result of this mission was communicated to Father Froc by Mr. Claxton on his return to Shanghai, and a common basis for mutual co-operation between these points was thus laid. The Director extended his labours to Manila where another warm reception awaited him from the Jesuit Fathers in charge of that famous Observatory. On the following day (May 5th) Mr. Claxton paid a visit to the Hill Station at Baguio, situated 5,000 feet above sea-level. He returned to Manila on the 7th and took the Ecuador for Hongkong on the following day.

Mr. Claxton states that he was much impressed by the exceptionally cordial reception he met with from the various weather authorities he visited. In one particular direction the visit had been of great value, and that was the dispelling of any doubts that might have existed as to the good feelings of the other observatories towards the Hongkong Observatory.

One impression Mr. Claxton had derived from his mission was the up-to-date character of the equipment of the various other observatories of which he had had an extensive examination through the courtesy of the respective directors.

It is expected that one result of the visit will be seen in the improved character of the weather forecasts and storm warnings of the Far East. Certain recommendations for the general improvement of the local weather bureau to bring it into line with the other stations of the Far East will be made by the local Director in the course of a report to be shortly submitted to the Government.

ARCHBISHOP MANNIX.

Coming to Hongkong.

We learn from an Australian paper that Archbishop Mannix, Bishop Foley, the Rev. Father P.A. Vaughan and Mr. Jack Meagher of Forbes, N.S.W. will leave London by N.Y.K. steamer on May 14, arriving Singapore on June 17 and Hongkong on June 23. They will leave Japan on the Nikko Maru on July 8, returning to Australia via Manila, being due at Queensland about the middle of August.

THE GAOL MURDER.

The Last Assailant Executed.

The deaths of Warders Speed and Hernan Singh, both of Victoria Gaol, who were brutally murdered by four of the convicts, who last year escaped from gaol, were avenged at daybreak this morning when Young Po, alias Young Hop-kin, the last of the murderers, was executed. Young Po was believed to have been the leading spirit in the insurrection that led to the tragedy.

The customary inquest was held by the Coroner at the Magistrate's court to-day, at which a verdict of "death due to strangulation" was returned.

CHINA COAST OFFICERS.

Latest Changes.

Mr. F. J. Thornhill, supernumerary, Hoihow, has resigned.

Mr. J. Chesney, second officer, Woosung, has resigned.

Mr. W. C. Henry has been appointed third engineer, Whangpu.

Mr. J. Crampton, from reserve, has gone chief engineer, Fongtze.

Mr. W. J. Johnston, chief engineer, Bengtien, is on reserve.

Mr. C. L. Crampton, third engineer, Hoihow, has gone third engineer, Woosung.

Mr. W. Lutkin, chief officer, Heongshing, has gone chief officer, Fongtze.

Mr. E. Tapsell, chief officer, Fongtze, has gone chief officer, Taksang.

Captain D. W. Ritchie of the Taksang, is on leave.

Captain A. D. Kelman, from reserve, has gone master, Hinsang.

Mr. D. G. Burleigh, second officer, Chip-hing, has gone second officer, Minsang.

Mr. T. Ogier, second officer, Kwasang, has gone second officer, Hopsang.

Mr. J. L. Squibb, second officer, Hopsang, has gone second officer, Kwasang.

Mr. R. Kendall, second officer, Koonshing, is on leave.

Mr. H. Rawston, supernumerary second officer, Koonshing, has gone second officer, same ship.

Mr. W. Scaracky, second officer, Kiangyu, has gone second officer, Heinchang.

Mr. S. Smith, second officer, Heinchang, has gone second officer, Kiangyu.

Mr. T. B. Anderson, chief officer, Kiangyu, has gone chief officer, Kwangan.

Mr. A. T. Tollefsen, chief officer, Kwangan, has gone chief officer, Kiangyu.

Mr. M. Dallas, from leave, has gone chief officer, Toonan. — *Shipping and Engineering.*

TO KEEP 'FIT' IN THE EAST

daily regularity is of the first importance. If troubled with sick headache, constipation, bile or 'liverishness' take Pinkettes to-night. "You'll feel better in the morning."

Pinkettes are laxative perfection, tiny but thorough, they act as gently as nature.

60 cts. the vial, of chemists everywhere, or post free on receipt of price, from the Dr. Williams' Medicine Co., 96, Szechuen Road, Shanghai.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)
SELLING.

1/T	2/6 1/2
Demand	2/6 5/8
30 d/s	
60 d/s	
4 m/s	2/7
1/T Shanghai	Nom.
1/T Singapore	110 1/2
1/T Japan	104 1/2
1/T India	196
Demand, India	
1/T San Francisco	50 3/4
& New York	
1/T Java	146
1/T Marks	Nom.
1/T France	6 10
Demand, Paris	

BUYING.

4 m/s. L/C	2 8 3/8
4 m/s. D/P	2 8 3/4
6 m/s. L/C	2/9
30 d/s. Sydney and Melbourne	2/10 1/2
30 d/s. San Francisco & New York	53 3/4
4 m/s. Marks	Nom.
4 m/s. France	6.70
6 m/s. France	6.90
Demand, Germany	
Demand, New York	50 1/2
1/T Bombay	Nom.
Demand, Bombay	196
1/T Calcutta	Nom.
Demand, Calcutta	196
On Yokohama	104 1/2
Demand, Manila	107
Demand, Singapore	110 1/2
Demand, Batavia	146
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	82 1/2
Sovereign	Nom. 7.60
Gold leaf per Tael	49
Bar Silver, ready	35
forward	34
Bank of England rates	6 1/2
New York/London	3.99 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par.
10 "	1 1/2% pm.
5 "	3 1/2% dis.
Canton sub coins	15.1% dis.
Hongkong May 11, 1921.	

NOTICE.



Portrait of Mrs. GOFF, of Seabrook Cottage, Salway Ferry, near Chester, England, who writes—

"For five years I suffered greatly from an ulcerated leg, which at one time was covered with open wounds from knee to foot, there being as many as 21 wounds in it at once. I tried all sorts of preparations, and attended the infirmary, but nothing seemed to do me any good and I was sent away from the infirmary as incurable. One day my daughter saw Clarke's Blood Mixture advertised in a newspaper and read it to me, and I decided to give it a trial. Finding the first lot was doing me good I persevered with it, and after having four bottles my leg was completely healed. All this happened some eight years ago, and I have had no return of the trouble ever since."

Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Piles, Eczema, Boils, Pimples, Eruptions, Rheumatism, Gout should realize that toxins and climatic influences can but give temporary relief—to be sure of complete and lasting benefit the blood must be thoroughly cleansed of the impure waste matter, the true cause of such troubles. Clarke's Blood Mixture quickly attacks, overcomes, and expels the impurities, that is why so many remarkable recoveries stand to its credit. Pleasant to take and free from injurious ingredients.

Of all Dealers—see that you get

Clarke's Blood Mixture

"Everybody's Blood Purifier"



DAI NIPPON BREWERY COMPANY LIMITED
KAISHA, LTD.

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

DAI NIPPON BREWERY COMPANY LIMITED
DAI NIPPON BREWERY COMPANY LIMITED

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.
AND THE
HONGKONG HOTEL GARAGE

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

530 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT,
THE PREMIER HOTEL, FINEST SITUATION,
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLEERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co. General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"
Peking. CODES:
A.B.C. 5th Edition;
Bentleys & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains.

L. M. MAILLE,
Manager.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.
HONGKONG

METEOROLOGICAL.

Barometer 29.82 29.81 29.79
Temperature 76 79 85
Humidity 93 89 72
Wind Direction W.N.W. S. S.W.
Wind Force 1 2 3
Weather o o o
Rain 4.55 0.0 0.0
Highest open air
Temperature on the 10th 78
Lowest open air
Temperature on the 11th 75
T. F. CLAXTON, Director.
H. K. Observatory, May 11

TIDE TABLE.

9th to 15th May, 1921.

Day	High Water	Low Water
Mon. 9	4 23	7 5
Tues. 10	4 14	7 5
Wed. 11	4 22	7 4
Thur. 12	4 31	7 4
Fri. 13	4 43	7 3
Sat. 14	4 56	7 2
Sun. 15	5 10	7 1

m morning, a afternoon

ENTERTAINMENT.



MADGE KENNEDY

"THROUGH THE WRONG DOOR"

SMILING BILL PARSONS

"THEY'RE OFF"

British Gazette
at 2.30, 5.15, 7.15 and 9.15

THE CORNET

THE KOWLOON THEATRE
NATHAN ROADWATCH THIS SPACE
FOR OPENING DATE

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

THOMAS H. INCE

"THE PRICE MARK"

A sensational love story in 6 parts.

Featuring
Dorothy Dalton.

TO-DAY'S SHARE QUOTATIONS.

— : o : —		Shai Docks	b.	144 1/2
		N. Engineers	b.	15
OFFICIAL PRICES.				
Banks.				
H.K. & S. Bank	b.	800		
East Asia	b.	128		
Marine Insurances.				
Cantons	sa.	442		
North China	b	153		
Unions	b. 264 ss.	265/6		
Yangtzes	n.	254		
Far Easterns	b.	20		
Fire Insurances.				
China Fire	n.	130		
H. K. Fire	n.	325		
Shipping.				
Douglases	n.	66		
H.K. Steamboats	b.	26 3/4		
Indos (Pref.)	b.	38		
Indo Def. Lon/Reg.	b.	285		
Indo Def. H.K. Reg.	b.	290		
Shells	b.	125 1/2		
Ferries	b.	33		
Refineries.				
Sugars	b.	230		
Malabons	n.	55		
Mining.				
Kailans	b. & sa.	101		
Langkats				
Shanghai Loans	} n.	13		
Shai Explorations				
Rauhs	b.	\$ 1		
Tronchs	b.	24/-		
Ural Caspians	b.	22/-		
Docks, Wharves, Godowns, &c.				
H.K. Wharves	b.	98		
K. Docks	b.	209 1/4 ss.		
Shai Docks	b.	144 1/2		
N. Engineerings	b.	15		
Lands, Hotels & Buildings.				
Centrals	n.	145		
H.K. Hotels	b.	176		
H.K. Lands	n.	191		
H'phreys Est.	s.	11		
K'loon Lands	b.	35		
L. Reclamations	n.	129		
West Points	n.	63		
Cotton Mills.				
Ewos	b.	23 1/4		
Kung Yiks		—		
Lau Kung-Mow		—		
Oriental	b.	17		
Shai Cottons	n.	140		
Yangtzeppoo		—		
Miscellaneous.				
Cements	b.	14.70		
China Light old n.		11 1/2		
Do. Light new n.		11.40		
China Providents b.		10 1/4		
Dairy Farms	s.	26		
Electrics H. K.	b.	22 1/4		
Electrics Macao	b.	30		
Hongkong Ropes	n.	28 1/4		
H.K. Tramways	b.	12.60		
Peak Tram.	old b.	9 1/2		
Do.	new b.	1		
Steam Laundries	n.	7 1/4		
Steel Foundries	b.	10		
Water-boats	n.	16 1/4		
Watsons	n.	8		
Wm. Fowells	b.	18		
Wisemans	b.	60		
Hongkong, May 11, 1921.				